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AUTHOR'S NOTE

A few words are necessary to explain the object of this book. It was inspired by the "war scare" at the time of the difference with Japan over the San Francisco Schools. Its object is to show the power of the American Navy even in its present state, and to point out the dangers by which we may some day be beset.

The Navy of a country is essentially a police organization. That is to say that it is designed to keep the peace, not to break it. The stronger and the better organized and equipped the police force of a city may be, the fewer are the murders, robberies and disorders to be chronicled. The greater, better organized and better manned a Navy may be, the less numerous will be the attempts to force its owners into war.

For over a century England has been the undisputed mistress of the seas and, barring the "little unpleasantness" of 1812-14 and the wars of Napoleon, no one has dared to challenge her sovereignty. As a result, practically all her wars since that period have been land campaigns, no State possessing a Navy daring to risk it in a struggle with the redoubtable "handy man."

In this book a feeble attempt has been made to portray war as it is, and as it will be: although all the details are not, perhaps, absolutely accurate. Two things in particular we have attempted to show: (1) The strength of the United States as compared with that of Japan; (2) the terrific, world-shaking power that would be set up by the combination of the two great Anglo-Saxon nations, England and the United States.

An attempt has been made to preserve the greatest possible accuracy in all matters relating to Army and particularly to Naval facts. No ship has been mentioned that does not actually exist, the only imaginary vessels being those mentioned as ships provided for. A word of explanation is, however, needed on one point. A little liberty has been taken with the dates of completion of the four Japanese armored cruisers, "Ikoma," "Tsukuba," "Kurama" and "Ibuki." The completion of the first two (which are actually in commission) is very considerably delayed for the purposes of the story. For the same reason the two latter ships are very much advanced, so that all four might be used as a single squadron.

As a race, we Americans can have naught but admiration for the Japanese. Admiration tinged perhaps with just a note of newly-awakened hostility. We have always had a sort of "elder brother" feeling for the little yellow men of the East ever since their country was opened to the world by an American squadron under Perry in 1853. In all their actions they have always had both our sympathy and our moral support, and it is but since the close of the Russian War that a

AUTHOR'S NOTE

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break between us has become a distant possibility. The Pacific Ocean is probably quite large enough for both of us if only we can reach an understanding upon the question, and it is to this understanding that many of our efforts should tend.

War is the greatest calamity that can overtake a civilized nation, and if this book can contribute even in the smallest degree to the preservation of peace, the author will feel more than repaid.

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CHAPTER I.

The Shadow of War-Japan's Ultimatum-War !-Millions for Defence—The Forces in Presence—Early Strategy—The King's Accident—A Threat from England—The Colonies' Object—Blood is Thicker than Water—Edward Rex.

Though but very few months have passed since the close of the War between the United States and Japan, it would be well to refresh the mind of the reader concerning the events which led to the outbreak that has but recently again changed the trend of world politics and firmly planted the American flag as one of the invincibles of the earth. It is easy to look back on the closing days of 1906 and the first weeks of 1907 and to see, even at that date, the march of the coming events casting their shadow before.

The excitement caused in this country by the stand taken by the Japanese Government at the time of the San Francisco school incident had hardly died down when secret negotiations of much greater gravity were entered into by the two countries. It had long been known that in her war with Russia, Japan had been far from satisfied at the comparatively small territory gained at such a sacrifice. It is true that Corea alone was a prize

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worth having; but as a prize it had one great drawback, it was already rather densely populated and did not furnish a sufficient outlet for Japan's surplus population, which was at that period (and is still) increasing by leaps and bounds. China been obliged to cede the enormous tracts of Manchuria to the Japanese, it is possible our war would never have taken place. But, driven to force an exit in one direction or another, the Japanese began the negotiations which, in two months, brought about a war. Though these negotiations have remained more or less of a secret character, we now know enough of their general import to be able to briefly summarize them: Japan desired to buy the Philippine Islands at her own price and let it be known that forcible ejection would be the only alternative.

At last on Thursday, August 29th, 1907, an ultimatum was received at Washington. Its tenor was startling in the extreme. Japan demanded the withdrawal of the American Army of occupation in the Philippines, the cession of the Islands to herself, and the turning over of all war material, arsenals, dry docks, etc., to the Japanese. In return, Japan offered to pay \$20,000,000 (the sum paid by us to Spain) for the Islands, and further expressed her willingness to accept the American estimated valuation of all public property, forts, arsenals, dry docks, and all other buildings erected or works undertaken during the American occupation. The payments were to be

made at once and in gold. Had it not been for the implied threat this offer might not have been distasteful to our people, who were already heartily sick of the task of nursing a people "half devil and half child." The rest of the ultimatum was even of a more startling character. Japan demanded that the Hawaiian Islands be leased to her for a term of one hundred years. If the United States refused these conditions, then the Japanese Government regretted to be obliged to state that the twenty-five thousand troops that they had collected in the Islands would march on and seize Honolulu.

The message had not been an hour in the White House when a Cabinet Meeting was called and the situation discussed in every possible phase. At nine that night the leading Naval and Military officers were sent for, and it was in the early hours of the morning of Friday, August 30th, 1907, that a decision was finally arrived at. From words, the Administration had decided to pass to acts. The President signed a proclamation declaring that a state of war existed between Japan and the United States. Early in the morning of the same day the Japanese Ambassador was given his passports and escorted to the Canadian frontier, and every nerve of our country was strained towards the problems of offence and defence.

One of the first actions of the President was to issue a proclamation asking for three hundred thousand volunteers, and calling the Militia of all the States to the colors. All the Naval Militia were

also mobilized. On the 31st a special session of Congress was called for the ninth of September, but in the meanwhile one hundred million dollars were ordered to be used for national defence.

As soon as War was an accomplished fact, measures were taken to put our dependencies in a condition to resist attack. The whole of the army of occupation in the Philippines with the exception of twenty companies of the Philippine Scouts was concentrated at Manilla: Militia were raised among the inhabitants, and the already existing defences were strengthened and brought to a high state of In Manilla Bay lay the United preparedness. States' Asiatic Squadron of the Pacific fleet, and soon the ships were painted war color and had sent most of their boats, and all of their spare woodwork ashore. The Rear Admiral Commanding the fleet re-arranged the ships into four divisions to suit the new condition of affairs, the first consisting of four armored cruisers, the second or scouting division of four cruisers, and the third or coast defence division of two efficient monitors. "first torpedo flotilla" also formed a part of this fleet for the exact composition of which we refer the reader to the appendix at the end of the volume.

All the other vessels of the Squadron were laid up, and their crews put aboard the Fleet Auxiliaries, or distributed among the fighting vessels. The boats treated with such scant ceremony were thirteen or fourteen in number. Fleet Auxiliaries were kept in commission.

It goes without saying that the fitness of the Asiatic Fleet was entirely due to the forethought of its commander, who also had seen the shadow of the coming events. Therefore, instead of allowing his ships to be scattered all over the station, he had effected a rapid concentration at Manila; this concentration was completed as early as August 14th. Admiral B--- soon made it clear that he had no intention of allowing himself to be blockaded in Manila as the Russians had been at Port Arthur, and he therefore arranged a very complete system of long distance scouting by the aid of his protected cruisers. All these ships were fitted with wireless telegraphy, and the system of scouting was the following: Of the four vessels composing the scouting division three were always kept at sea, while the fourth would coal and then relieve one of the cruising vessels. One of these ships cruised between Panay and Mindoro, while the other two were stationed in the South China Sea at about one hundred sea miles to the north and north-west of Manila. Their mission was to signal the arrival of a hostile squadron and then either to escape or to go to the bottom, while in the meanwhile the other vessels of the fighting division would slip to sea and make a friendly port, or else raid the enemy's coast. Whatever might befal, our Asiatic squadron

was not to be taken napping.

While these preparations were being made by the Navy, the Army was not idle. All the guns were removed from the ships put out of commis-

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sion, and with them heavy additional batteries were constructed at Mariveles, Corregidor, Caballo and Elfraile, while the land side of the city was fortified with every field work that ingenuity or experience could suggest. Even the old Spanish guns were called into service and mounted where they could be used to the best advantage in the series of small forts that had been constructed around the city. These works were garrisoned by Philippine Scouts and Volunteers, while the troops of the regular army were held in reserve to be used as a mobile field force in case of a hostile landing. The harbor and coast forts were to be occupied by scouts and volunteers, and the guns handled by Naval gunners. The two Monitors were to form a mobile harbor force to relieve pressure on any of the earthworks.

The United States regular troops in Manila were the following: Two companies of Engineers C. and D.; the 3rd, 4th and 10th Cavalry; five batteries of field artillery, and the 1st, 2nd, 8th, 13th, 15th, 16th and 24th Infantry regiments. The total garrison was of some twenty-two thousand men, of whom some 8,000 were regulars and 2,500 scouts, the remainder being composed of White Volunteers (mostly veterans) and several regiments of hastily organized Native Militia. On the first of September this force had not yet seen the enemy, though their naval scouts had been several times signalled by our own scouting cruisers.

It is a far cry from the Philippines to the Pacific

Coast of the United States, but it is to that part of the world that we must now travel to watch the preparations of our Army and Navy for War. When the negotiations had reached a threatening stage as far back as the end of July, the Army had begun quietly to concentrate brigades of regulars in Puget Sound, Seatle and San Francisco. The troops thus concentrated were: 1st, 2nd, 5th, 6th, 7th, 9th and 14th Cavalry's. Two companies of Engineers, ten Field Batteries, and the 3rd, 9th, 19th, 20th, 21st, 22nd, 25th, 26th, 29th and 30th Infantry Regiments, also 28 Companies of Coast Artillery: in all some 75,000 men. At the same time the Army Transports, "Buford," "Dix," "Logan," "Sheridan," "Thomas" and "Warren" had been duietly assembled at Pacific ports. On the outbreak of war the Pacific Mail Company had the best of its ships ready on the Pacific coast. They were: "Corea," "Siberia," "China," "Peru" and "City of Sydney," sufficient ships to convey a small army corps.

The Naval force on the coast was also sufficient to convoy the transports or form a light coast division, the squadron being composed of two battleships, four armored cruisers, seven cruisers, four destroyers, several torpedo boats and a Monitor. There were also a certain number of vessels in reserve or repairing, among them being one battleship, six gunboats or cruisers, five or six torpedo boats, two submarines, half-a-dozen miscellaneous vessels and ten revenue cutters.

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As soon as war was declared, the 19th, 20th, 21st and 22nd Infantries; four field batteries and two companies of Coast Artillery were hastily embarked aboard of the "Korea" and "Siberia," and these ships, convoyed by the armored cruiser division, sailed at once for the relief of the small garrison of Honolulu.

It might be well to glance now at the situation in the Hawaiian Islands just previous to the outbreak of war. There were some forty thousand Japanese in the islands, and they were proving to be about the most turbulent part of the population. Rumor had already hinted at their possible interference in the affairs of the Colony, and there had been openly expressed fears that in the event of a rupture between the two nations the American forces in the Islands would not prove sufficient to control them. The total force in the Islands consisted of Companies I, K, L and M of the 10th United States Infantry, and some 560 men of the organized Militia of Hawaii, while in the harbor lay the American gunboats, "Buffalo," the historic "Hartford," the tug "Iroquois" and the revenue cutter "Manning." In all a collection of fossils of the most disapproved type. We will soon see how the lack of foresight displayed by the American nation led to serious trouble in this particular dependency.

We must now turn to the Atlantic coast of the United States and see to what extent that section of the country was prepared for war. The United

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States active fleet on the Atlantic coast consisted. upon the outbreak of war, of eighteen battleships, five armored cruisers, four cruisers and a squadron of gunboats that were at once placed in reserve, so as to make their crews available for service upon the big ships. Seven cruisers were out of commission at the various Navy yards, and a coast squadron of eight vessels was held in reserve. There were also the battleship "Massachusetts" and the cruiser "New York" reconstructing, and therefore not available for service. Some thirty torpedo craft, eight submarines and a score of auxiliaries completed the fleet. The day that war was declared the majority of the fleet, battleships, armored cruisers and auxiliaries were ordered to New York, and were soon at anchor off Tomkinsville. The coast defence vessels and cruiser divisions, many of them manned by the mobilized Naval Militia, were collected at Hampton Roads, while the torpedo boat destroyer and gunboat divisions were concentrated at Key West. This mobilization was complete on September 6th.

One of the queerest conditions of affairs that arose out of the declaration of war was the anomalous position of the detail of Japanese troops at the Jamestown exposition. As these men were the guests of the American nation, they could not well be made prisoners of war; yet neither could they be allowed to remain in the United States. The solution was found by the kindly aid of the Canadian authorities, whose offer to transport the

organizations to Japan via the Canadian Pacific (at our expense), was thankfully accepted. The troops of the other nations represented at the exposition were hastily embarked aboard the warships of their respective nationalities, and thus returned to their native hunting grounds. The exposition itself was closed, and the division of the United States troops stationed there became the nucleus of the two Army Corps of Volunteers sent to this point for training. With the exception of the Militia of the Pacific Coast States, all these citizen troops were kept at their home cities ready for a call to arms.

Having cast a rapid glance over the genesis of the trouble, and over also the preparations for war made by the United States, we must now move our thoughts to Eastern Asia and view the preparations for conflict made by plucky little Japan. perfectly clear to every trained observer that from the very moment of the close of the struggle with Russia, Japan had strained every nerve to put herself once more on a war footing. Japan might have, had she wished, pinned her faith on the treaty of Portsmouth and left it to her mighty ally, Britain, to assure for her the command of the sea. But the Japanese are a cunning race, and they bethought themselves of the proverb "Put not your trust in princes," and they therefore pinned their faith on themselves and not on England, remembering that the British were kings of the sea.

The close of the Russian War saw Japan with an even better Navy than at the opening of that

struggle. Since the close of hostilities they had added to their fleet not only two magnificent, British-built battleships, but also a very respectable number of erstwhile Russian vessels taken at Tsushima or from their muddy beds at Port Arthur. Nearly all these ships had been repaired, and many of them re-armed, and the whole formed a fighting division of the very highest order.

About two weeks before the ultimatum to the American Government was despatched from Tokyo, Japan began to concentrate her fleet. This concentration was effected under very much the same condition as that previous to the Russian war. It is impossible for the present to be absolutely accurate as to the details and exact formation of the Japanese Squadrons, but we believe that it was very similar to the details given in the appendix. The concentration is believed to have taken place at Kuré (battleships), Yokosuka (cruisers), and Sassebo (light craft). When the news of the declaration of war arrived the fleets were ready for sea, but many reasons, into which we shall hereafter look, prevented their taking immediate warlike measures as in the war with Russia, and the ships lay for weeks, steaming and sizzling, waiting for the orders that did not come.

In the Japanese fleet were eleven battleships, five coast defence battleships, nine armored cruisers, eighteen cruisers, some twelve gunboats and a strong force of destroyers, torpedo boats, submarines and fleet auxiliaries.

As is well known, the Japanese Army was (and is) organized upon the same principles as that of European powers such as Germany and France, and is based upon conscription. The total war strength is of some two million men and some three thousand guns. Not more than 600,000 men and 1,500 guns could be made available for service outside of the country, chiefly because of transport difficulties and legal restrictions limiting foreign war to the active army and the first reserve.

While the Japanese Naval Authorities had concentrated their squadrons, the Military authorities had been concentrating transport vessels, and by the first of September nearly all of the steamers of the Toyo Kissen Kaisha and the Nippon Yusen Kaisha had been quietly assembled at Yokohama ready for any service. On the 30th of August the transports "Awa Maru" and "Inaba Maru," convoyed by the eighth squadron, sailed for an unknown destination. They carried a complete Infantry Division with artillery. On the next day the Pacific mail steamer "Empress of Japan," bound for Vancouver, passed the squadron steering due east at a speed estimated at about fourteen knots.

Before taking up the narrative of the international events that immediately followed the declaration of war, it might be of interest to examine at once the reasons that influenced the Japanese General Staff and Admiralty to hold their

fleets inactive (or nearly so) during the early weeks of the war.

The seemingly obvious course for the Japanese to have followed would have been the immediate blockade and capture of Manila, but there was a strong reason to dissuade them from such a course. That reason was the American armored cruiser squadron. To send a corps of occupation, some 1,300 sea miles, with all its lines of communication by sea, was a nearly impossible feat in the face of an hostile and homogeneous squadron, whose sea speed was at least two knots higher than the fastest Japanese ship strong enough to engage them. In other words, they could have hovered on the flanks of a line of communication, sinking transports, small cruisers and gunboats, accepting or declining battle at will with the armored cruisers, and leaving the Japanese battleships in the position of the Gensdarmes of Offenbach: "Ils arrivent toujours en retard." (It is true that four great cruisers were building for Japan, and that they would be capable of meeting and overcoming ours, but through builders' delays none were yet ready.) Another serious consideration which greatly hampered the movements of the Japanese fleet was the question of the command of the sea. They well knew that the magnificent American squadrons in the North Atlantic would soon begin to advance towards Asia, and that only one thing, upon which they counted, could be relied upon to check that advance; viz., England carrying out her treaty

obligations and blockading the American coast. By the sixth of September they were certain that the ties of kinship had proven stronger than the ties of interest in Asia, and that Britain, the great and the wealthy, was to be but a spectator in the coming fight. This being the case, Japan had to husband her ships and her strength, for well she knew that the American officers and bluejackets were not of the Russian stock, that hard and desperate fighting alone would not suffice for victory, and that Nippon would need every ship and every man if she was to stand any chance of humbling the stars and stripes.

Before undertaking the narrative of the first action of the war, we must now glance at the international aspect of the six days that immediately followed the President's proclamation declaring a state of war. Friday, August 30th, to Thursday, September 5th, inclusive.

On Thursday, August 22nd, just one week before the reception in Washington of the Japanese ultimatum, His Majesty Edward the Seventh of England had met with a serious accident. Catching his foot in a strip of carpet just as he was stepping into his automobile he had fallen heavily, striking his head against the rear hub of the machine, and suffering a slight concussion of the brain. On the 23rd, 24th and 25th the bulletins issued concerning the condition of His Majesty were of an anxious nature, while on the 26th and 27th they became absolutely alarming. On the 28th, a change for the better took place,

and the condition of the royal patient improved steadily from that on. It was not, however, considered safe to consult him upon matters of policy and state before the morning of September 4th.

On Sunday morning (September 1st), after a lengthy meeting at the Foreign Office, the Prime Minister of England forwarded a note viâ the British Ambassador at Washington reminding the American Government of the Portsmouth Treaty, and stating that it would be with regret that His Majesty's Government would be obliged to take warlike measures against the American people, and expressing the hope that the matter might be referred to the Hague for arbitration. morning of the second, the American answer was received in London. It was a curt refusal of the British propositions. The whole of that day was lost in discussion and cabling, but on Tuesday morning the British final ultimatum was forwarded to Washington. In substance it demanded immediate compliance with the Iapanese The American answer was a curt and exigencies. emphatic, "Never!" and the President called upon the Militia and all the available Regulars to occupy the Canadian frontier, and to put Bath, Detroit, Seatle and the other border cities in a state of defence against a "coup de main." Such, then, was the situation on the evening of September third: on the fifth the respective Ambassadors were to leave Washington and London.

At three in the morning of the fourth a long

cable was received in London from Toronto. In substance it explained that Canada was entirely in sympathy with the United States, declared her absolute neutrality in the coming struggle, and furthermore declared that the Canadians would maintain that neutrality even by force of arms. A little later messages of inquiry began to be received, they came from everywhere. France was polite, Germany grimly sarcastic, while Russia began to talk of "la revanche." Later still a cable was received from far-away Australia and New Zealand sternly demanding the reason of Britain's interference between the Yankees of the East and the West.

It was with startled surprise that Englishmen all over the country picked up their morning paper on that famous fourth of September, for instead of the familiar columns of advertising matter, upon the front page there was but one phase to be seen in three inches letters framed in a border of black. It was Commodore Josiah Tattnall's famous saying, "Blood is thicker than water." By ten o'clock a huge mob had formed around Buckingham Palace and was wrathfully demanding peace with the United States. The police were overpowered, and it required the combined efforts of the Scots Greys and the Grenadier Guards reinforced by two battalions of Highland Light Infantry, to keep the mob in control. All over England similar scenes were being enacted, while the London Stock Exchange was a monument of confusion.

At eleven o'clock the King, aroused by the noise and hubbub, demanded an explanation of what had happened, and forty minutes later he took upon himself the responsibility of steering his country through the crisis. Called upon to choose between Alliance and Race, his Majesty did not hesitate. Blood was thicker than water, and at three in the afternoon the famous message was sent by cable to Washington:—

"To His Excellency the President of the "United States, Washington.

"Britain withdraws from her alliance with Japan. Let there be peace between your country and mine.

The British Ambassador was actually preparing to leave Washington when the message was received. Towards noon of September 5th England's declaration of neutrality was received at the Capitol and the British Foreign Office gave all Japanese and United States war vessels twenty-four hours to leave British home and colonial ports.

We have seen how the prelude of the great world drama that was to change the political face of the Pacific was played. Let us now see the curtain rise on the first act of that tragedy whose last scene is but a few months old.

CHAPTER II.

Trouble in Honolulu—A Japanese Trick—The First Engagement
—A Slight Success—The Enemy's Squadron—A Desperate
Action—Exit "Buffalo"—The Brave old "Hartford"—
Friends in Need—A Bayonet Fight—An American Victory—
Extinguishing the Enemy—An Officer's Report—On the
Pacific Coast—The Japanese are not pleased.

The morning of September 9th was a most exciting one in Honolulu. The atmosphere seemed charged with a form of political electricity, and men felt that conflict was not far off. Two days before, the majority of the Japanese coolies and workmen had suddenly betaken themselves away from Honolulu and the plantations, and had assembled in the Northern part of the Island near Waialua. Two Americans who had tried to escape from their camp had been shot at, and one of them, a man named Strong, had been killed. The other had made the best of his way to Honolulu, where he had reported that the Japanese numbered at least 10,000 (??), and that they were armed and equipped as regulars of the Imperial Army. The four companies of the 10th Infantry, supported by all the organized militia in the Island (about 550 men) were at once thrown out in the hills behind Honolulu, while from the ships in the harbor were landed three three-inch field guns with their crews of bluejackets. In the city of Honolulu the police force was at once stiffened by some three thousand

unorganized Volunteers, and by dint of summary executions, the yellow population was overawed and held in order.

On the day before the chapter opens, the United States ships "Boston" and "Yorktown" arrived from Seattle and anchored in the harbor. They had been sent to protect the town from the possible attack of some marauding Japanese cruiser; but not for the work to which they were soon to be put. The entire American force in the harbor consisted of: the old cruiser "Boston," the gunboat "Yorktown," the unarmored cruiser "Buffalo" and the historic "Hartford." The revenue cutter "Manning" was also in the harbor. At eight on the morning of the ninth a troop of militia cavalry about fifty strong that was scouting in the direction of Ewa Hill came into contact with a detachment of the enemy's infantry. The action can best be described in the words of Lieutenant S---, one of the few survivors:-

"I was leading our column in the direction of Wainac, and we had not seen the least sign of the enemy when, suddenly, from a clump of woods some hundred yards to our right, I heard the sound of an authoritative voice speaking in Japanese, then came the snap and roar of the fusilade and their bullets fell among us. My horse was shot down almost immediately, and as I rolled clear I saw a line of kaki-clad men charging at us. I drew my revolver and shot one of their officers, then a Jap with a clubbed rifle struck me

across the chest, and as I staggered back the rest of our troop charged up, slashing and shooting right and left. I dimly remember mounting a riderless horse and joining in the fight, then we seemed to be surrounded by the yellow devils who hung on our horses' manes and tales, and to the arms and legs of their riders. In a moment my revolver was empty, and as I glanced about I saw that nearly all our men were down. Drawing my saber and putting spurs to my horse, I wheeled, and with half a dozen men cut my way through and galloped back towards our outposts, followed by a shower of shot."

Hardly had the few survivors of this action reached the American lines when kaki-clad figures appeared on the crest lines of the north, while still others began to be seen on the hill towards the east. Without losing a moment, the officers commanding the troops ordered a retreat in the direction of Pearl Harbor. This movement was accomplished with great steadiness, and with but small loss under cover of the landing guns from the ships.

On arriving at this point, the troops were reinforced by the landing guns of the "Yorktown" and "Boston," and also by the Marine Guards of the Squadron, in all about two hundred men. The guns were mounted on flat cars and were protected by bags of sand. Later on in the day despatches were received from Honolulu saying that messengers from the Eastern part of the Island reported a force of some two thousand men march-

ing towards Diamond Head. That settled the question, the troops were at once withdrawn by rail, and towards four that afternoon they were intrenched in the suburbs of the town. At five the head of the enemy's columns came in sight, and a sharp engagement took place at Diamond Head, which a Japanese battalion attempted to rush. They were met by two Companies of Militia, and a desperate hand-to-hand and bayonet fight took place. Forty Americans were killed and the rest were about to retire when two companies of Regulars and a detachment of Marines came upon the scene at the double. In ten minutes the trenches were re-taken, and the orderly retreat of the Japanese was soon turned into a rout by the aid of the four-inch shells from the "Manning." The day that had begun in disaster was terminated by a partial success.

While these events were taking place on land, the "Yorktown" had proceeded to sea with the intention of visiting the other islands of the group and learning the state of affairs. She had not, however, proceeded far when the smoke of several vessels was sighted on the horizon. The "Yorktown" at once stood towards them, and soon they were made out to be five warships and two merchant vessels. The "Yorktown" now cleared for action, and with her men standing about the guns, the little cruiser stood boldly for the squadron. The vessels sighted were quickly identified: The long three-masted one-funnelled "Chiyoda"

was unmistakeable, as were the "Naniwa" and "Takachiho," the counterparts of the American "Charleston." The fourth ship also was easily recognized. That huge bridge between those two slender funnels only existed on one ship, the "Idzumi" (ex "Esmeralda" of the Chillian Navy, and the first protected cruiser ever built.) The last ship rather puzzled the "Yorktown's" officers, who at first declared her to be our own "Baltimore." As, however, the "Baltimore" was at that moment at Norfolk, Va., it was finally decided that the ship in sight must be the "Akitsushima," a particularly fine little cruiser. The Japanese were quick to give chase to the "Yorktown," and she had to scuttle for port at the very best gait of her rather aged engines. In fact, one shell from the "Chiyoda" came aboard and exploded among the ventilators abaft the funnel, killing and wounding several men. return, however, the "Yorktown" neatly fitted a six-inch shell on the crowded deck of the foremost troopship. At six, the "Yorktown" had reached the harbor, and two hours later the Japanese squadron established the blockade of the port. At ten that night, in the midst of a message announcing the sending of reinforcements from the United States, the cable ceased to work, cut by the " Naniwa."

Not a man slept in the American squadron during the night of the 9th to the 10th, all were busy preparing for the desperate work they knew that the day would bring. The ships sent down all their top hamper, and the steel vessels threw overboard all the woodwork that could be spared. Boats were slung out, lowered and anchored, and all davits, booms and ladders were done away with. On the "Boston" the hammocks were built into splinter stopping breastworks, while on the "Hartford" they were piled around the base of the forward five-inch gun, and in her battery, mantlets were constructed out of rope and chain cable, and buckets of water were set ready to extinguish the woodwork fired by the shells. At four in the morning the men were sent to breakfast, and halfan-hour later the squadron got under way. Steaming in column, they got behind the partial protection of Quarantine and Moknoco Islands, and there, under easy steam, they awaited the attack of the enemy. The column was in the following "Boston," "Yorktown," "Buffalo," "Hartford" and "Manning." "Osceola" anchored close into the shore, ready to support the troops with the fire of her six-pounders.

The action began at exactly thirteen minutes of five. The Japanese squadron, leaving the "Chiyoda" to guard the transports, advanced in column and in the following order: "Akitsushima" (flag), "Naniwa," "Takachiho," and "Idzumi," swinging in a long curve from opposite Diamond Head, the "Akitsushima" opened on the American ships at a range of some forty-two hundred yards. At the

same moment the "Boston," "Yorktown" and "Buffalo" swung out from behind Quarantine Island and opened with every available gun on the leading Japanese ships. The "Hartford" and "Manning," remaining under the protection of the Islands, opened a high angle fire on the enemy. For a few seconds the fire did not appear to be very effective, but suddenly every shot seemed to tell. The "Buffalo," by far the largest and weakest ship engaged, swung sharply from her place in the line and at her highest speed closed on the enemy's ships. Masts and funnel were blown to atoms in a moment, and the whole of the Japanese line concentrated its fire upon her, as it became evident that her Commander meant to ram. halting, without a hesitation, she came to within a thousand yards of her object. Then, under the concentrated fire of the enemy, she became unmanageable, and heeling heavily to port, she disappeared under the water, carrying down with her some two hundred officers and men. man escaped.

But now the "Boston" and "Yorktown" flung themselves desperately into the fight. Their decks, slippery with blood, funnels down and masts by the board, they hurled themselves on to the Japanese ships. Closing to almost point-blank range the "Boston" broke the Japanese line between the leading ship and her next astern. For five awful minutes she held her place there in the midst of a perfect tornado of bursting shell, then

turning slowly and with a heavy list to starboard, she made for the shore and beached herself on the shallows of Pearl Bay. But she was not alone. The "Akitsushima" followed her towards the shore and foundered in shallow water before she could be beached. As it was, she lay within two hundred yards of the "Boston" with her upper deck just awash. The "Manning" ran up at this juncture and removed the survivors from the "Boston," and then rescued the Japanese on the wreck of the "Akitsushima."

While this was going on, the "Yorktown" was having a desperate fight for her life. Covered by a perfect shower of bursting shell, her gunners stuck manfully to their pieces though mown down time after time. The ammunition hoists of the six-inch guns were jammed again and again by the fragments of the killed, while her colors floated from the twisted stump of a ventilator, the last vertical support she had to show. Her opponents at this time were not exactly enjoying themselves. The "Naniwa's" forward 10.2 was disabled by the fall of her heavy funnel, and the gunners crushed to an unnamable oozy pulp. This being the state of affairs, she withdrew from the fight for But now the "Takachiho" repairs. "Idzumi," seeing the "Yorktown's" plight, closed in to give the coup de grace. But they had counted without the "Hartford." With her guns pointing forward and the black smoke tumbling aft from her funnel, she looked for all the world

like a terrier with ears laid back and teeth bared for fight. And like a terrier she flung herself at her best gait to the aid of her companion. Before the Captain of the "Idzumi" well knew what had happened, 5-inch shells were coming from the "Hartford" aboard his ship by the score, and with common accord both his ship and the "Takachiho" turned upon this new foe. minutes the air was filled with the air-splitting concussions of the guns, then the "Idzumi" backed out of the fight, leaking heavily, with every gun out of action and two-thirds of her crew dead at their stations, while the fresh "Chiyoda" took her place in the line. The "Hartford" was a sinking, blazing wreck, her rudder shot away, engines disabled, main, mizzen and funnel gone by the board, gun deck blown in amidships, blazing furiously aft, and only two guns left in condition to fire. Her flag had been shot away with the gaff, and as the enemy's cruisers closed in to finish her and the "Yorktown," a plucky blue-jacket clambered up the shattered fore ratlines and, at the crossheads, nailed the colors to the mast. Farragut's flagship should go to the bottom flying the flag under which she had so often fought. The two remaining guns of the "Hartford" and the surviving six-inch of the "Yorktown" continued to fight for honor when all the rest was lost, while the doughty revenue collectors on the "Manning" planted shell after shell from her four-inch populus into the "Chiyoda's" sides.

All knew that the end was near, and officers and men wished to do the greatest amount of damage to the enemy before going to their accounts. And then, at the eleventh hour, there came the sudden banging of guns to seaward, and glancing from their deadly work, the American gunners saw four mighty, tall funnelled ships flying the stars and stripes closing into the rescue. The squadron from San Francisco had arrived.

Let us now see what had come to pass on shore while these stirring events were taking place at sea. Simultaneously, with the first gun from the ships, the Japanese troops began their attack of the American trenches. The main attack was directed towards the works on Diamond Head, and was pushed home by an entire regiment of Japanese regular infantry. Three times the plucky little yellow men flung themselves at the American trenches, and on the third attempt they planted their "Banzai" flags upon the parapets. Two companies of Regulars and four companies of Militia made a splendid effort to dislodge them, and for a while it seemed as though their efforts would be successful. Working their way forward by dint of sheer hard fighting, the Regulars retook the two guns abandoned to the enemy, and for a time, formed in a hollow square, they held the enemy at bay, the sharp reports of the rifles, the cracking of the revolvers and the sharp, rasping noise of bayonet against bayonet mingled with the screams of the wounded and the imprecations of

the combatants, while the sharp yellow glare of the discharged rifles made a constant play of light along the lines. Had the Militia Companies supported the Regulars properly, it is possible that the positions would have remained in the hands of the Americans; but, without the "esprit de corps" necessary to a fighting organization, they broke under the Japanese fire, and fell sullenly back to the outskirts of the city, where they occupied the trenches prepared in the streets. Abandoned by their supports, the Regulars made a magnificent fight, but outnumbered and outmatched, every man fell at his post, even the wounded expending their last energy to empty their revolvers at the enemy. Men disarmed fought with their bare hands, and many were the Japanese found dead after the battle with the hands of their opponents still clutched round their throats. The Americans died according to the best tradition of their country. They died as the Rangers died at the Alamo, and as Custer and the Seventh Cavalry died at the Battle of the Little Big Horn.

By six o'clock the first Japanese Companies had occupied the outskirts of the town, and the surviving defenders fell back to the streets leading to the water-front, hoping against hope for a diversion from the sea. The Japanese eagerly followed them in and turned the captured guns against them, but with their backs to the sea the Americans manfully held their own, and time after time drove the Yellowskins back from the barricades. At last,

at seven-fifteen, there came a ringing cheer from the sea-front, and the 20th and 21st Infantries, fresh landed from the transports, flung themselves at the Japanese like terriers after rats, and under their onslaught the enemy broke and fled in the direction of Pearl Harbor. But there also disaster dogged their steps. The "Korea" had landed the 10th and 22nd Regiments at this place, and also the two field batteries. In a moment these had unlimbered and opened on the enemy at less than nine hundred yards. Caught by the rafale of the quick-firing artillery, the Japanese melted away under the shrapnel, and when the glittering bayonets of the Infantry at the double came into sight, they judged discretion to be the better part of valor and laid down their arms. In Honolulu the fire department, outside the barricades, entrenched themselves in the engine house, and from there defied the Japanese. Powerful streams of water swept the rash assailants off their feet, while those who reached the building were welcomed by chemical fire grenades, whose smell was terrible to encounter. As to those doughty riflemen who survived from these two ordeals, they were promptly brained by the axes of the firemen. As soon as the enemy was driven from the town, this proceeded calmly with their heroic corps accustomed work of extinguishing fires, of which many were raging in the city.

We must now go back to the harbor and learn of the events that followed the appearance of the

relief squadron. The "Idzumi" and "Naniwa," recognizing the futility of continuing the conflict, hauled down their colors at the first summons from the "Charleston." Both the "Takachiho" and the "Chiyoda" showed fight, upon which the "California" and "South Dakota" opened on them with their eight-inch guns, and in four minutes the "Takachiho" had disappeared under the water and the "Chiyoda," a blazing wreck, hauled down her flag. While her consorts were engaged as we have just seen, the "Milwaukee" raced away after the transports, who were making the best speed in the direction of Japan. "Inaba Maru" surrendered at the first summons, but the "Awa Maru" was pugnacious and opened fire with field guns. The result was tragic. For two minutes the air shook with the crack and roar of the "Milwaukee's" fire, and at the end of that time the "Awa" took a heavy list and began to sink. By great exertions our Bluejackets saved some three hundred of her people, but the others went down with their ship.

As soon as the Naval resistence of the Japanese had come to an end, the "Korea" proceeded to Pearl Harbor to land her men, and the "Siberia" put her men ashore at Honolulu to relieve the defenders there, while the ships of the squadron proceeded to the relief of the battered vessels, both friend and foe. The "Manning" (quite uninjured) had come alongside of the "Hartford" to help put out the flames. Right astern of these two

ships the captured "Naniwa" and "Idzumi" had anchored, while the shattered "Chiyoda" was beached near the "Boston."

The report of an eye-witness, a Lieutenant of the "California," concerning the condition of two of the ships will serve for all of them, for it is useless to linger over horrors: "Captain Mordered me to go in the whaleboat and board the "Yorktown" and learn if we might be of any assistance. As I neared the ship she appeared to be a perfect wreck, both masts shot away, the funnel gone and her side starred all over with the marks of the bursting shell. The fragments of her main mast were hanging over her port quarter and, by the aid of this raffle, I clambered on deck. The sight that met my eyes beggars description. Everything, fore and aft, was in ruins, the deck was dotted with yawning chasms, and the twisted girders, stringers and plates made a nameless chaos of the vessel. Everywhere the eye fell upon human remains. Severed heads stared at me with sightless eyes; hands, arms, legs and fragments of trunks were everywhere, and the decks (what there was of them) were slippery with gore. With one exception all her guns were smashed from their carriages and lay helplessly about the decks. young officer, a midshipman, limped forward to meet me and reported himself as the commander of the ship. 'Lieutenant Commander R- was killed early in the action, Sir I' he reported. "We have lost 93 killed out of a complement of 180. There are also about thirty seriously wounded, though we are most of us more or less knocked about.' I could think of nothing to answer him, so I inquired if medical help would not be of use. He answered that it would, and I at once signalled the Admiral the condition of affairs. Ten minutes later two boatloads of Doctors and Hospital attendants arrived, and returning to my boat by the same picturesque way I had come, I proceeded to the 'Naniwa.' Our prize crew there threw me a knotted rope, and by its aid I clambered aboard. Her condition was even worse than the 'Yorktown's' and showed the deadly precision of our gunnery. Every one of her guns had been actually hit and they were hurled in all directions. funnel had fallen on to the six-inch starboard battery, smashing everything and crushing the gunners. Those who were not killed were pinned under the debris, and two score of our Bluejackets were working with frenzied haste to release them, using dynamite to demolish the wreckage. sights and the sounds that came from below that wreckage I will never forget. I went down to the Hospital for a moment, but I did not tarry. The sights were worse than on deck, and the compound smell that arose from the place was more than I could stand. I hastily beat a retreat to the deck, and from there returned to the 'California' to make my report." This officer's statement needs no commentary. It coincides with General Sherman's description of war.

It is now time to recapitulate the events of those two sanguinary days, September ninth and tenth. The Japanese were evidently beaten. They had lost a fine, thought a little antiquated squadron; the division they had smuggled into Hawaii, two transports and the troops and material they carried. In killed and wounded they had lost some twenty-five hundred men.

On the American side the losses were also heavy. The army had lost some four hundred men in the fighting previous to the arrival of the reinforcements, while some two hundred of these latter had also been put out of action. The Navy too had lost heavily. The "Buffalo" had gone to the bottom with all on board, two hundred men, the "Boston" had one hundred and ninety men out of action; the "Yorktown" had lost ninety-three; the "Hartford" one hundred and twenty-one, and the "Manning" twenty men Both the "California" and "Charleston" had also lost a few men, ten for the former and thirteen for the latter. Our total losses were therefore two ships and twelve hundred and fifty men. The damage to Honolulu and the neighbouring plantations is estimated at some four million dollars.

To counterbalance these losses we also had a considerable amount of gain. We had captured three Japanese cruisers; the "Chiyoda," 'Naniwa," and 'Idzumi," and these, it will be remembered, were soon repaired and incorporated

into our fleet. We had also seized the "Inabo Maru," and upon investigation she was found to carry a cargo of the greatest possible use—two twelve-inch, 30 calibre, Canet coast guns; six sixinch of the same model; and also a respectable number (10) of 4.7in. Anti-torpedo guns. The officers and men of our "red-legged infantry," i.e., coast artillery, threw themselves joyfully upon these guns, and not many days had passed before they were mounted and capable of repulsing an attack far more serious than the one that had just been thrown off.

Early on the morning of the eleventh, the "Manning" picked up the end of the cable cut by the Japanese, and soon Honolulu was once more in communication with both Manila and Washington. On the thirteenth the Japanese prisoners were embarked upon the "Korea," "Siberia," and "Inaba Maru." The "Korea" towed the " Hartford," "Siberia" the towed "Chiyoda," and the "Inaba Maru" the "Yorktown," while the "Naniwa" and the "Idzumi" proceeded under their own steam. The convoying " Milwaukee " ships consisted of the "Charleston." The whole squadron steamed for San Francisco at the speed of ten knots, and they arrived there on the 21st, where their appearance gave rise to scenes of indescribable enthusiasm. The ships of the squadron were rapidly repaired, and with the exception of the "Hartford," all were soon ready for service. We shall see later how



things were conducted upon the Pacific Coast during the month of October.

While the damaged vessels were being hastily repaired at the Navy yards, a fighting fleet was being rapidly formed. The battleship "Nebraska" was reinforced by the "Wisconsin," whose skeleton crew was brought up to war strength by a draft on the California Naval Militia. These two ships, accompanied by the "Charleston" and "Milwaukee," proceeded to Honolulu, where, reinforced by the "California" and "South Dakota," they formed a force capable of being a serious menace to any Japanese Squadron attempting to attack our possessions at Samoa or Guam. They were also capable of becoming joined to Admiral B——'s cruisers should these find themselves obliged to leave Manila.

Before the end of September it became evident that a squadron of mobile cruisers would be necessary along the Pacific Coast. Within a few days this squadron was constituted. It was composed of three divisions, comprising eight cruisers and six gunboats.

The Monitor "Wyoming" was also commissioned for service, and was established at San Francisco as an additional defence to the Golden Gate. The chief duties of the gunboat division was the patrol of the coast, and the protection of the Alaska trade route.

Early in October it became a question whether it would not be advisable to send a squadron to

Samoa to reinforce the old wooden "Adams" that was stationed there, but it was finally decided not to do so. Heavy vessels could not be spared for the work, and the Japanese would never risk another light squadron upon that kind of duty. If we won the war the Islands would always be ours. If we lost, we would lose them anyway.

On September twenty-ninth the cable to the Philippines was cut between Wake Island and Manila by a Japanese Scout, and from that on all communication between Washington and Manila had to be carried out viâ the British cable to Hong Kong, which the Japanese had not cut near Hong Kong and were not in a position to destroy near Manila.

The news of the first American success at Honolulu came like a thunderclap to the Japanese. They could not bring themselves to believe that one of their invincible squadrons had been so sharply handled by a mere collection of old crocks, and then captured out of hand by a reinforcing division. The people were at first stunned by the news, and then in a furious gust of passion they marched on the offices of the general staff at Tokyo with the voiced intention of hanging its occupants from the windows. The sharp interference of the military aggravated rather than quieted the mob, and the crowd did not disperse until the troops opened fire upon them.

The effect of the disaster upon the Japanese authorities was also most healthful, for it

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impregnated them with fresh awe for the American Navy, and caused them to hold their fleet in home waters ready for the great shock that all felt was sure to come. In Tokyo old men spoke of the days of 1863, when a little American corvette, the "Wyoming," had hammered the batteries at Shimonoseki to a standstill where the heavy Dutch frigate, the "Medusa," had failed but a few weeks before.

CHAPTER III.

More Ships for the Front—At Manila—The Armored Cruisers Get to Sea—The End of the "Tone"—Commerce Destroying—The Blockade Established—The Enemy Lands—The "Chattanooga" Lost—The Monitors take the "Iki"—The Japanese Fleet Goes to Sea—The Hampton Roads Fleet—A Question of Neutrality—In the Pacific—The New York Fleet—Colliers and Coal—New York to Colombo—General Quarters

None of us have yet forgotten the frenzied excitement of the early war days, when the first news of the blockade of Honolulu reached this country, and our still greater concern when the news-giving cable ceased to work at the critical moment. Neither have we forgotten our wild joy when the cable was repaired and the news of the fresh laurels won by our men at last reached our shores. We had grief for the loss of the brave men who had given their lives for their country; but far above our grief and sorrow soared our wild joy at the victory won. With one accord the nation literally rose to its feet and demanded that our battle fleet be at once despatched to the East.

To say that the Navy Department was loth to send the ships to the front would be doing it a grave injustice. Day and night the forges flamed in the Arsenals, and three gangs of men, working in eight hour shifts, strained every nerve to prepare our "first line" for the great service. But the greatest work lay, not in preparing the ships for sea, but in the rearrangement of the fleet to meet

the new conditions. None have forgotten the old "unit system" of our fleet organization, when the main object in assigning ships to a division seemed to be an attempt to secure the greatest possible dissimilarity in the vessels composing a given unit division of four vessels. Lame ducks were brigaded with the most modern units, and the two great fundamental principles of fleet formation seemed altogether lost from sight. "A fleet is no stronger than the weakest ship in it, and a fleet is no faster than the slowest ship in it," and the problem that lay before our Naval officers was to compose two homogeneous squadrons from the rather dissimilar units that lay in our Atlantic Navy Yards. Another problem that also confronted our officers was that of supplying several ships but recently in commission with trained and seasoned men. As to the "shaking down" process, that would have to take place while the fleets were on their way to the front. The seasoned men were supplied by drawing upon the complements of the vessels in commission that were not going to the Far East; trusting to the filling in of the crews of these latter vessels by raw hands and drafts upon the Naval Militia.

As finally settled, two fleets were to be formed complete: provided with all auxiliaries, colliers, etc., that they might need. One of these fleets was to proceed to the seat of war via the Cape of Good Hope, and the Indian Ocean. The other was to go via Cape Horn and the Pacific, where it would

be reinforced by the Squadron stationed at Honolulu before reaching the front. The two fleets were to time themselves so as to reach their destination at about the same moment. As they would come from different directions, the enemy's fleet, which was only slightly superior to either one of them, could not afford to divide itself, and therefore could only meet one of our two armadas. Admitting, then, that the enemy could succeed in destroying one of our fleets, he would be so mauled himself in the process that our second fleet, arriving upon him in his crippled condition, would make but a mouthful of him, and either blockade him in port or sweep him from the sea. These basis conditions of the campaign now being laid down, let us see by what means the solution of the problem was found.

The two squadrons were assembled, one at New York and the other at Hampton Roads. We will first consider the formation of the New York Squadron which was divided into four divisions. The first division comprised five battleships of the Kansas class. The second was formed by the three "Maine's," while the third consisted of the four armored cruisers of the Washington class. As to the fourth division, they were merely armed liners.

The five vessels of the Kansas class were absolutely similar in every respect and formed a magnificent fighting unit. The three Maines seemed to form a rather small tactical unit, and there were well-known officers who had demanded that the "Alabama" (the best of her class) be joined to them. Luckily, saner councils prevailed. and we did not alter our eighteen knot fleet into one of sixteen knots merely for the pleasure of having an additional vessel. The armored cruisers were among the finest afloat, two of them in fact had only just been commissioned. The auxiliary cruisers were the four American line steamers, the second two being our old friends, the "New York" and the "Philadelphia," who had resumed their noms de guerre of the Spanish war period. The "St. Louis" had been renamed the "Yosemite," to prevent confusion with the armored cruiser "St. Louis," and also to commemorate the name of the cruiser lost a few years back at Guam. These four vessels had been armed with sixteen five-inch guns which, with their high speed and freeboard, rendered them very ugly customers for all but the enemy's largest cruisers, and made them the very ideals of scouts.

The Squadron assembled at Hampton Roads was composed of three divisions. The first consisted of five battleships of the Georgia class, the second of six armored cruisers, and the third of four large cruisers, one of which, the "Patriot," was an armed liner. One battleship and four armored cruisers were to rejoin in the Pacific.

The five battleships formed an absolutely homogeneous squadron and were all quite modern. The "Brooklyn" made her name during the war

with Spain. As to the three Charlestons, we have seen two of them at work at Honolulu. The two Californias belonged to the class of vessels at Manila, and it was expected that they would be detached to them if a junction was effected. The cruisers were all good vessels, and the "Patriot" was the old "La Loraine" of the C.G.T., bought at the outbreak of hostilities.

One fact was very worthy of remark in both these squadrons: the entire absence of the Marines. The ships were manned entirely by Bluejackets, and all the Marines were landed and formed into a large camp at Norfolk. We shall soon see the reason of this arrangement.

The new problems that confronted the Navy Department was that of rearranging the ships left on the home station so as to obtain squadrons of the maximum efficiency considering the age and services of the vessels composing them. The best compromise that could be obtained was the formation of two battleship divisions of eight ships in all, two coast defence divisions of a total of eight vessels (monitors), two cruiser divisions of four ships each, and a gunboat division of eight vessels.

When to this most respectable fleet is added the two destroyer flotillas and the torpedo boat flotillas, we find that our Atlantic coast was still under good guard.

While all these squadrons were assembling at the various ports, still another squadron, called

the "Special Service Transport Squadron," was formed at Norfolk. It was composed of eight ships (auxiliary cruisers and armed liners) in two It was intended that these form a divisions. mobile transport squadron, and the Marines collected at Norfolk were to be embarked upon them, as well as several regiments of regular The ships could then be despatched to the points where troops were the most needed, either viå the Atlantic or viå the Pacific route. Of course, it was understood that the squadron was not to be despatched until such a time as the command of the sea had been obtained, or until the enemy's sea force had become so weakened that a convoy could easily be provided for these vessels. The armament of the cruisers was quite sufficient to enable them to beat off the attacks of small cruisers and gun vessels, as well as those of auxiliary cruisers that the enemy might be tempted to use.

By the sixteenth of September the two big battleship squadrons were ready for sea, and on the twentieth of the month the first of them sailed upon its long voyage. In each case the length of the voyage was very nearly the same, some 18,000 knots, at the rate of steaming of sixteen knots an hour some forty-eight days should be sufficient to bring the squadrons to their destinations. Allowing two weeks for necessary stops, coaling, etc., and sixty-two days, practically two months, were found to be the time necessary for the voyage. As has

already been stated, the first squadron steamed from New York on the twentieth of September, and, therefore, was due to arrive in far Eastern waters towards the end of November. The second squadron sailed from Hampton Roads on the twenty-second of the month. It was therefore due on the scene of action at about the same date as the first.

The Japanese, as the Russian war had already proven, are not a people to be easily caught napping, and the American Far Eastern squadrons had hardly left our shores when they began to take their measures to meet and, if possible, conquer them. One of the first moves of this game was to establish the effective blockade of Manila. On the morning of September twenty-fifth the "Cincinati," cruising on her guard duty to the northeast of Manila, sighted a squadron of warships bearing down upon her. In a few moments she identified them as Japanese, and at once she sent a wireless message to Manila, and made for that port at her best speed. As her message was repeated from the land stations she met her consorts of the patrol service at the mouth of Manila Bay, and at six o'clock that night they were all re-assembled within the port. As to the armored cruisers, they had flown, and their place knew them no more.

In the calm weeks that had preceded the first Japanese move, Admiral B—— had not been idle. Colliers had established stocks of coal at every out-of-the-way place that the Admiral could think of in

the Islands. 'Tis true that most of this coal was Japanese, clinkered terribly and smoked like a factory; but still it was fuel, and as such it enabled our ships to keep the sea so long as every depot had not been ferretted out by the enemy. And the ferretting out was not an easy process. Only heavy squadrons could be used for the purpose. Single ships risked being blown out of the water for their This fact was not fully realized by the Japanese until their cruiser "Tone" was discovered by the armored cruisers nosing about the Sulu Islands on the tenth of October. It was the first sight a Japanese vessel had had of our armored cruiser squadron, and she at once proceeded to "wireless" the fact, at the same time making off at her best speed. But alas for the "Tone!" The "Maryland" and "Colorado" started after her, and soon their eight-inch shells were searching out her vitals. Poor "Tone!" There is a small islet near Sulu that is still sacred to her memory, and at low water you may still see her wreck lying crushed upon the coral. nearly poisoned the men of the "Maryland," however, before going to her account. The one sixinch shell with which she struck our ships exploded in the drug room of the "Maryland," and the smells that arose from that place of healing were something too terrible to contemplate; or rather smell-

The next appearance of the American cruisers was still more startling to the Japanese. On the

nineteenth the squadron appeared at Vladivostock and demanded coal to take them to the nearest American port. There is a rule at Vladivostock that only one foreign warship may coal there at a time, but the authorities were but too glad to waive the regulations for once. The twentieth and part of the twenty-first were spent coaling, and at four o'clock of the latter date the squadron stood to sea. At seven that evening a heavy Japanese squadron appeared off the port to blockade them. The luck of the United States was standing by its ships.

Cruising slowly south, the ships made prize after prize. No ships were sent to the United States, and the crews of the ships were not weakened to form boarding parties. Every tenth prize was used as a cartel for the crews and passengers of the others, and "sighting prizes" became quite a pastime for our men. Once indeed, on the 28th, the whole of Togo's battlefleet was met. But it is not fair to pit sixteen knots against twenty-one, and our ships simply walked away from the enemy. Fearing to touch again at Manila because of the presence of a blockading fleet carrying heavier metal than his own, Admiral B--- ran slowly south and then coaled his ships full up at one of his secret bases. From then till the fifteenth of November he cruised uneventfully around his "happy hunting grounds," but at that date he appeared at Batavia and demanded coal for his favorite destination, the nearest American port. Here he was nearly caught by a hostile battleship

division, but thanks to his high speed he slipped away through the Straits of Sunda.

To give a lengthened and detailed history of the war is not the object of this work. The author's intention is to present a rapid survey of the whole course of the operations, only insisting upon those feats which to him seem worthy of more than passing notice. It would be impossible also to pass over any feat, however small, without the mention it deserves, and as such we must give a rapid survey of the early days of the siege of Manila.

Three hours after the last smoke from our cruisers had disappeared below the horizon, the Japanese blockading fleet made its entrance upon It consisted of the reserve battleship the scene. squadron and of the sixth and seventh squadrons (cruisers). A few days alter the so-called Coast Squadron was added to the fleet. These vessels were fully provided with all kinds of auxiliaries. and they soon seized a base that served them for their operations. The Japanese fully realized at this period that it was absolutely useless to make any attempt to occupy the Islands at this stage of the operations. If they captured Manila and won the war the Philippines would be theirs. If, on the contrary, they were to lose, it would be but poor economy to sacrifice many thousands of brave men cut off from all succor from the mother country.

The Japanese made no attempt to set their transport fleet afloat until they were certain as to the whereabouts of the American ships. When our vessels were reported at Vladivostock, their opportunity had arrived, and soon two Army Corps were afloat and on their way to Manila; convoyed by the main battle squadrons. A landing was effected at Batangas on the twenty-sixth, and the town was soon transformed into a first-class Naval and Military base, but, being weakly fortified, it was at its best as the latter. Two days later the fleet met our cruisers while on its way home. On the twenty-ninth both of the cables that united Manila to the outside world were cut, and the carrying of news was limited to the blockade runners and other kindred spirits. The first days of November saw the arrival of a Japanese gunboat division of six vessels to assist in the blockade. The advance upon the city was not an easy task, for the besiegers of Manila. The country, though well known to them through their secret intelligence department, was not an easy one to traverse. The inhabitants, at first friendly, soon became very hostile thanks to the overbearing ways of the invaders, and the frequent brushes with small detachments of Americans could not always be counted as Japanese victories. The principle of the American defence consisted in the desperate defence of small, well-selected positions. were always abandoned before the stormers reached the works, and then, often, would take place a stinging flank attack that was very galling to the enemy. The Japanese made no attempt to establish

the complete investment of the city, the configuration of the country rendering this impossible, thanks to the presence of the laguna de Bay, occupied by our gunboats. Batteries of siege guns however, at last rendered this sheet of water untenable to our ships, and it was then used as a transporting medium for the enemy's stores and artillery.

The Japanese attacked Manila squarely on its Southern and Eastern face and posted corps of observation along the rest of the line. The work was pushed rapidly, and by the fifteenth of November the shells from the Japanese siege guns began to fall near the town. The persuit of the siege was not a very eventful one, and this for various reasons. The Japanese, far and almost isolated from their home bases, did not feel like pushing forward in brilliant rushes of the kind that made Port Arthur famous. The Americans, because of their small force, did not dare risk many men outside the small circle of the protecting forts, which secured the inviolability of both Manila and Cavite. The Navy, however, did risk a few brushes with the enemy, but only two of these are worthy of mention. On October twelfth the "Chattanooga" was scouting outside Manila during a fog. Suddenly the fog lifted and she found herself under the guns of the Japanese battleships "Fugi" and "Tango" and "Iki." Resistance was out of the question, and the "Chattanooga" hauled down her flag. She was sent to Japan, and her arrival

there was hailed by the natives as a sign that victory once more shone upon their banners. few days more saw them again somewhat undeceived. On the sixteenth, taking advantage of a heavy rain squall and of the fact that most of the blockading fleet, with the exception of the "Iki," "Nitaka," "Tsushima" and a gunboat were away coaling, the "Monterey" and "Monadnock" got to sea and managed to hem in the "Iki" between them and the land before they were discovered. Before the startled Japanese well knew what had happened, twelve and ten inch shells were arriving aboard by the dozen, and when the action had lasted twenty minutes the "Iki" hauled down her flag while her consorts, judging discretion the better part of valor fled to the open sea. The Monitors bore their prize in triumph into port, and the Japanese, having received their lesson, kept a larger force in constant attendance on the Port. The arrival of the prize at Cavite was a great spur to the energies of the defenders, who in it saw another proof that both the luck and the skill of American blueiackets was still in ascendant.

After the blockade of Manila had been fully established, and sufficient stores and ammunition collected at Batangas to assure the subsistance of the troops during many months in the event of the transports being temporarily prevented from going to sea, the whole Japanese battleship squadrons, armored cruiser squadrons and cruiser squadrons

retired to their home ports to prepare for the struggle that was to determine the command of the sea. On the tenth of November, upon the reception of despatches from Tokyo, the entire fleet put to sea and sailed to intercept the Americans.

Three problems we know confronted Japanese Admiral. Or, to be more explicit, three solutions to the same problem. He knew that the fleet he had assembled was superior to either of the American squadrons, but it was inferior to both. The question therefore resolved itself under one of the three headings, viz.: (1) Attack the American squadron coming viâ the Indian Ocean; (2) Attack the American squadron coming via the Pacific Ocean; (3) Divide his fleet and, trusting to some superiority in his own ships, attack both squadrons at once. How he resolved the question we shall see in a subsequent chapter. Let us only state that on November thirteenth the two vessels of the Reserve Battleship Squadron left their stations on the Manila Blockade and sailed to rejoin the fleet.

The time has now come to follow the voyages of our battle fleets and briefly sketch, not only the course they followed, but also give a brief summary of the incidents both of national and international importance with which their route was dotted. For a fuller detail of these epoch-making voyages we refer the reader to the excellent works on the question published by Lieutenants X. and Z. They give a clear and vivid account of the difficulties met and the obstacles overcome.

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We will first follow the fleet at Hampton Roads upon its voyage half way round the world. As has heretofore been stated, the Squadron left Hampton Roads on September twentieth. At eight o'clock in the morning the Squadron got under way; first the solid grey hulls of the battleships; then the two armored cruisers, and lastly the cruiser division. In a long, single column they passed down the lines of the ships that could not go, and all wished them God-speed with whistle and gun and the ringing cheers of the men. A little later they passed Cape Henry, and the batteries sent them the last salute from the home land, then, gathering speed, they pointed their bows southward, raised their speed to sixteen knots, and went rolling through the waters into the unknown of the future in the service of the starry flag that floated overhead.

No colliers accompanied the Squadron, and the reason of this will become apparent later. All the ships were heavily loaded with coal (overloaded might be more correct), and the run to Rio was made with but a small strain on the capacity of some of the ships. A sharp blow was encountered when several days out, but nothing that a few extra revolutions of the engines could not handle, and on the whole the trip was both rapid and uneventful. On the twelfth day the high slopes of the mountains of Rio came into sight, and soon the fleet was at anchor in the Bay.

The reason why the ships were not accompanied with colliers now became evident; a swarm of coal

hulks and lighters put off from the shore and, coming alongside, prepared to transfer their coal. But now came a hitch in the proceedings that had certainly not been foreseen by our people. The Brazilian Government, maintaining its position as a neutral, refused to allow the coal to be transhipped, or rather, refused more coal than was necessary to take the vessels to the nearest United States port. A man of action was needed to meet this state of affairs, but the American Admiral was equal to the position; he ordered that the coaling be at once proceeded with. Brazil did not have a strong force in port at the time, but these ships were at once prepared for fight; they were: Battleships "Riachuelo," "Deodoro" and "Floriano": cruisers "Barrozo," "Tamandare" and "Benjamin Constant"; also a few antiquated torpedo boats. This preparation, however, took the slowmoving "dagoes" some twenty-four hours to achieve, and by the time that they were ready to interfere our ships were once more full up with coal. The Admiral at once made signal to get to sea, but before this could be accomplished a very unpleasant incident took place. Let us quote Lieutenant Z- "Suddenly a steam launch put off from the side of the Brazilian flagship and came dancing over the blue water towards us; five minutes later a much-begilded "dago" Commander came over the side and, with many flourishes, had the high honor to inform him (the Admiral) that the ships of the United States could

not be allowed to leave the harbor unless they unloaded sixty per cent. of the fuel they had taken. The old man smiled; at that moment he reminded me irresistibly of Ah Sing, and made answer, 'Tell your Admiral that I much regret that the honor of your country should be engaged in this matter. It is my painful duty to inform him that if my squadron is molested in any way I shall be obliged to open upon your ships and forts!' Then, turning to the Captain, 'Beat to quarters, signal the cruisers to proceed to sea. The second division and the "Rhode Island" will attend to the hostile fleet. The "Virginia" will engage Santa Cruz; the "New Jersey" will attack Forts Loge, San Joao and St. Theodosio, and the "Georgia" will tackle "Villegaignon." The Brazilian Commander looked at the Admiral and the Admiral smiled back at the Commander, and a moment later the steam launch was making her best time back to her ship. A column of signals fluttered from the Riachuelo's yard, and answering bunting nodded from the other ships; then, in grim silence, our iron-grey ships steamed towards the entrance leaving the Brazilian Navy steaming and sizzling in the bay."

Of course there was a lively interchange of diplomatic compliments between Rio and Washington, but the fact remains that we obtained our coal in spite of international law and established the precedent that the neutrality of South America did not exist for us, a fact now quite accepted under the new conditions. Of course nobody in the fleet

ever thought for a moment that the Brazilians would fight. They were merely making a show of resolute neutrality for the benefit of Europe.

The run south was now continued, and the sultry heat of the tropics began to change to the cold of the Arctic regions. The squadron headed for the Strait of Magellan and made it after a very rapid run. The first night was spent inside Cape Virgin in a howling snowstorm, and the next day the squadron went ahead in very thick weather, so thick in fact that only Sandy Point was reached that night. A poor showing for a day's run. The next day the squadron once more went ahead, the ships simply coated with ice, and towards noon the perilous trip was over. A little later Desolation Island was sighted, and then a welcome sight met the eyes of both officers and men. Anchored in a snug, roomy harbor lay the battleship "Nebraska" and the cruisers "South Dakota," "California," "Milwaukee" and "Charleston," that had come from Honolulu to take their places in the fleet; and they were not alone. The water was covered with colliers, laying as close as they could be packed. They were of all nationalities, English, French, German, American, Chilian-all had come, chartered by a forseeing Government, to supply our ships with coal. Four days were spent here in the most strenuous kind of work. Every available inch of space on the ships was packed in solid with coal and even deck loads were taken on board, enough, in fact, to take the ships nearly to Manila without a

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further supply. As an additional precaution, however, a dozen of the faster colliers were added to the fleet even at the cost of some two knots' speed.

When everything was ready the ships put to sea (once more in a driving blizzard) and started on their long voyage across the South Pacific to Auckland. New Zealand. The progress, thanks to the colliers, was distressingly slow, and storm after storm was encountered. Once the "Brooklyn's" engines broke down, and two days were lost repairing them, but all things have an end, and the fleet finally reached Auckland forty-seven days from Hampton Roads. Here enough coal was obtained to take them to the nearest American port, and then the ships started upon their last lap into the danger zone. Under the lea of Cape York the last coal was transferred and the colliers sent about their business, and then the course was laid for Manila viå the Orafura and Bandor Seas and Macassar Straits. On November twenty-second the Sulu Islands were sighted and with them the Iap cruiser "Otawa," which was allowed to slip away to the North.

We must now turn to the New York fleet and find how the voyage had fared with them. At eight o'clock of the morning of September twentieth, the ships anchored off Tomkinsville, got under way, and by divisions, proceeded up the Hudson River to Grant's Tomb. There each ship fired a salute, and then, turning, the ships proceeded down the bay to sea, cheered by the hundreds and thousands

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of anxious people who lined the river fronts and wished God-speed to the gallant men who were going to offer their lives to the service of their country. At three o'clock the last ship had passed Sandy Hook, and the fleet was off on its errand of death. Though this fleet was not actually accompanied by colliers, it was not devoid of extra coal. The Navy Department had comprehended that the pressure that could be brought to bear on South American Republics could not be attempted upon the colonies of European powers, and had therefore adopted the following course. Ten Navy Colliers were assembled at Norfolk some two weeks before the sailing of the fleet, and divided into two divisions. The first, called the ten knot division, consisted of four vessels capable of maintaining a sea They carried between them speed of ten knots. some 14,590 tons of coal. These vessels, with a two weeks' start upon the fleet, were not to be overtaken until somewhere in the Indian Ocean. They were to follow an absolutely specified course, and it was therefore almost impossible for the fleet not to meet them. The second, or 8.5 knot division, consisted of six colliers, and carried 16,546 tons of coal. These were to be overtaken between New York and Cape Town, near the African coast. These colliers sailed ten days before the fleet. We see that the Navy Department had provided on very short notice a total of 31,136 tons of coal for this fleet.

Thirty days were occupied on the run from New

York to Cape Town, and all kinds of weather were encountered. The engines of the ships all gave absolute satisfaction, and the voyage was accomplished almost without a hitch. The only incident that troubled the peace of the entire voyage was caused by a newly-enlisted landsman who pulled the knob of the after life saving buoy on the "Kansas" "just to see what would happen." As that particular exercise has the power to bring the ship to a stop while a lifeboat is hurried overboard, he found out. The probabilities are that he will never do it again, that is, if he is still alive.

The day before the fleet reached Cape Town the first batch of colliers were overtaken and, taking advantage of the smooth, glassy sea, some twelve thousand tons of coal were transferred to the various ships in a very short space of time, thanks to the use of the new coaling cableways with buckets, that carried a ton of coal at a time. excess of coal was loaded aboard the four converted liners. whose capacious holds seemed to have room for everything that could not be accommodated elsewhere. No stop was made at Cape Town; the "Montana" merely steamed ahead of the fleet and, anchoring in the bay, communicated with Washington, learned of the progress of the other fleet, received all necessary orders and communications and went to sea again hours before the authorities could have had cause to remonstrate with her. The squadron now set its course for the Indian Ocean, and after a rapid passage of only

nineteen days, Colombo was made, and the vessels were anchored in the port. The Admiral now demanded the right to transfer enough coal to take him to the nearest American port, and two days were spent emptying the holds of the colliers (which had been picked up eighteen hours out of Colombo) of their precious American fuel.

At Colombo all sorts of alarmist rumors were current, and it was difficult for the Admiral to know just what to believe. Manila had capitulated. Manila was holding out. The armored cruiser squadron had been taken in action, the Hampton Roads fleet had been partly wrecked in the South Pacific, etc., etc., etc. The Admiral Commanding wisely closed his ears to all these rumors and went quietly on with his preparations for sea. Having communicated with Washington and received his final instructions on the late afternoon of the second day, he prepared to quit Colombo. All felt that the time for action could not now be far off, and it was with grave thoughts and set faces that the crews got up the anchors, said good-bye to their comrades in the colliers, and made their way to sea.

The third day out of Colombo found the fleet steaming in battle formation between the Nicobar Islands and the Northern coast of Acheen. A long, heavy swell troubled the waters, and on the far horizon the officers on the bridges of the battleships could see the black smudges that marked the positions of the scouting liners. Suddenly an

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orderly ran from the wireless station on the "Louisiana," the flagship, to the Admiral's quarters, carrying a despatch in his hand. There were ten minutes of silence through the ship, and then the orderly scurried back carrying the answering message. Signal flags broke from the halyards, and throughout the entire fleet rang the notes of "General Quarters." The scout "Harvard" on the extreme left of the fleet had sighted the battle squadron of the enemy.

CHAPTER IV.

Malacca Strait—Forming the Line—The Battle Begins—A General Fight—The Fleets Close In—The Last of the "Maine"—The "Suwo" Goes Down—The End of the "Shikishima—God and the Gunners—The Kansas leaves the Line—The Cruisers from Manila—More Japanese Losses— The Setting of the Sun—The Star Spangled Banner Waves in triumph.

Before undertaking to describe the details of the great world drama about to be unfolded, let us first cast a few glances upon the theatre and scenery of the play. If we were to draw a straight line from the Nicobar Islands to Salang Island upon the coast of the Malay Peninsula, we should form the base of an isosceles triangle whose apex would be at Rupat in the Strait of Malacca, and whose sides would be almost exactly formed on the North-East by the Malay Peninsula and on the South-West by the coast of Acheen in Sumatra. This triangle would be some four hundred miles in length by three hundred miles at the base. In this space of some 120,000 square miles' area, the scene of the battle was to be laid.

As we review the strategy of this period of the war, we cannot but be struck by the sound sense displayed by the Japanese Commander. We have already laid down the problem that it was his duty to solve, and we are now able to judge whether his was the sound or unsound course. The object of both belligerents was clearly to obtain and

maintain the command of the sea, and this was impossible to obtain without a stubborn fight. The Japanese had to choose between fighting our stronger or our weaker fleet. If they fought the weaker they were more likely to win, but then also, in their weakened state, they would be easier victims to the stronger fleet which would have the command of the sea. If, on the contrary, they should attack the stronger fleet the battle would be a more desperate one, but if they could annihilate this fleet as they did the Russian one at Tsushima and even at heavy loss to themselves, then, by aid of their reserve squadrons and their ships building they would perhaps be able to wrest the supremacy from the other fleet at no distant date. As to their defeat, it would be equally disastrous if effected by one American fleet or the other. The Japanese, therefore, decided to meet the stronger force.

It now remained to be seen where the meeting was to take place. If we unfold a map of the Indian Ocean and of Malayan waters, we will see that all steamer routes to the Far East pass through Malacca Straits. It is the one place upon the route of the American fleet where it could not possibly be missed by the expectant foe. If the American fleet had chosen to go around Sumatra and to Manila viâ the Java Sea, the Japanese on the "inside track" would always have had time to head them off. They chose, however, the entrance of Malacca Strait as the true battleground

and history has proven that they did not make a mistake. The Japanese founded their plan on a basis of probabilities, and there is no reason to believe that any other officer could have safely reasoned differently. This said, let us turn to the beginning of the fight.

On November 15th, 1907, the whole Japanese fleet, having accomplished one lap of their patrol, were steaming slowly towards Malacca Strait in a loose squadron formation. Their course was one leading in an oblique direction across the strait (from left to right).

Naval authorities have divided the Battle of Malacca into seven distinct phases, and have classified them in the following order:—

1st: The formative phase.
2nd: The engaging phase.
3rd: The close action phase.
4th: The destructive phase.
5th: The turning point.
6th: The Japanese retreat.

7th: Reformation of the United States fleet.

Therefore, phase by phase and act by act, we will take up the story of the fight.

The two fleets first sighted each other at about eight fifteen in the morning, the first contact being taken by the Scouts of each side. The Japanese fleet was steaming slowly in a direction that was taking it across the bows of the Americans. The United States ships, on the contrary, were steaming straight for the entrance of Malacca Strait.

As soon as the enemy were sighted the United States fleet took up its battle formation. The first division, forming into exact column, took up a course parallel with the enemy's fleet, the "Kansas" leading, while the "Louisiana," carrying the Admiral's flag, was the third ship in the line. The last two units in this division adopted an echelon formation in regard to the rest of the division, bringing themselves closer to the enemy, while retaining the column as their relative positions.

The second division took up its position astern of the first but in the same relative position to the two last vessels of the first division as these were to the first three of the fleet. The third division took up its position in a straight line astern of the first, though actually astern of the second. That is to say that, being composed of weaker vessels it was obliged to remain further from the enemy. The scouts (armed liners) as soon as they had perceived the enemy, made for the rear at their best speed and took refuge far behind the line of the armour clads.

While this movement was being executed by the United States fleet, a similar one was being gone through with by their enemies. The Japanese squadrons changed from their cruising positions and, swinging straight towards our ships, took up their positions in column at some eight thousand yards from our vessels. The first and second squadrons were the only ones to take this parallel

formation. The third and fifth squadrons took up a position far ahead of the American battleships, so that their aftermost vessel was at nine thousand yards of our leading ship. The fourth squadron took station to port of these. As to the reserve battleships, they cruised far to port of the engaged line.

At eight forty-two exactly, a streak of yellow flame spurted from the forward turret of the "Katori" and a heavy shell flew over the American ships. A moment's silence, and then with a roar, a crash and squeal pandemonium broke loose about the ships. Only the heavy guns could be used at the range at which the fight commenced, but the constant crashing of these mammoth weapons kept the sultry tropical air quivering with the sound. It was at this moment that the second phase of the action began.

As the heavy shells began to fall upon the American battleships, the officers in the tops reported that the Japanese vessels were almost masked by volumes of grey-yellow smoke from our shells. At once our ships took advantage of this fact, and, swinging into line abreast, closed rapidly upon the enemy, once more resuming column formation when they were within six thousand yards of the foe. The second squadron closed to cut the Japanese line in two, while the third in echelon formation came to within five thousand yards of the rearmost Japanese ships. Every gun in both fleets now came into play;

twelve, tens, eights, sevens, and sixes were served with frenzied haste, and the roar of the discharges and explosions became absolutely continuous. Masts and funnels began to go by the board, and from the conning towers came the orders for forced draught.

Although the fire had become simply terrific, the armor of the ships stood them in good stead, and no vessel showed sign of weakening. Just the same, the effects of the terrible fire became very evident on board many of the vessels. The "Kansas'" main mast had gone by the board and her middle funnel looked like a crumpled top hat. The "Vermont" had lost her two after funnels and a twelve inch shell had burst against the port forward seven-inch gun, tearing a huge hole in the ship's side. The flagship "Louisiana" was almost uninjured, as were the two vessels astern of her.

In the second squadron things were more serious. On board the "Maine" a twelve inch shell from the "Iwami" pierced her armor belt just abreast of the engines on the port side, tearing a big hole. A moment later a second shell exploded in the same place, tearing up the armored deck and shattering the intermediate cylinder of the port engines, quite disabling this engine and setting fire to the coal in the vessel's bunkers. As if this was not enough, two heavy shells entered the six-inch battery, tearing down the armored screens and putting the five guns out of action at

a stroke. The vessel at once took a heavy list to port but, with great pluck, she kept her position in the line. The "Missouri," the next astern, was also very roughly handled. A succession of light shells had swept her deck of every unarmored projection. Masts, funnels and pilot house had all been carried by the board, leaving the ship a hulk upon the waters; but still a dangerous hulk, vomiting death from every gun and with smoke and flames pouring from the stumps of her smoke pipes.

The four armored cruisers had suffered but little. They were only opposed to the two battleships, "Suwo" and "Sagami," and they were

outgunning them round for round.

The Japanese vessels suffered more severely during this stage of the action than any of the American ships with the possible exception of the " Maine." The "Kashima" and "Katori" were quite matches for the leading American ships, and they closed in on them at the same time as the Americans were closing, thus bringing the range down to less than five thousand yards. They suffered severely, it is true, and masts and funnels did not long remain in place, while their six-inch plates on the batteries could not, at that range, face the hail of American seven-inch shot, and soon these guns were abandoned and the surviving gunners ordered below the deck. three vessels "Mikasa," "Shikishima" "Asahi" were obliged to sing a different tune

than their consorts. As the Americans closed in they edged farther and farther away to port, and putting on more steam the whole squadron attempted to "head" their opponents. Only the twelve-inch guns could be fought aboard these Japanese vessels.

The six-inch casemates were rendered untenable under the constant rain of eight and seven inch shells. The ships were pounded beyond recognition, and here and there a solitary mast or funnel was left to mark the glories that had been.

The second squadron fared better than the first. The American gunnery did not seem to possess the deadly accuracy of the leading squadron, and many of the shells either flew high or fell short. The "Iwami" had been but slightly damaged, and the "Hizen" not at all, and both vessels concentrated their fire on the reeling, staggering "Maine." The "Suwo" and "Sagami," however, were telling a different story. Their antiquated ten and six inch guns were no match for the more modern guns of our armored cruisers, and the "Suwo" was subjected to a fire of fearful intensity. Casemates were blown open, guns dismounted, and her main mast and after funnel were hurled over the side. As to the midship funnel, it collapsed upon itself like a telescope.

We now come to the point when it is necessary to consider the third phase of the action. The phase when the ships closed in to the shortest

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possible range and death-dealing, staggering blows were delivered right and left. The heaviest squadrons of both fleets had drawn far ahead of the other in the Japanese attempt to head-off the Americans. The attempt had failed. superior speed of the Americans had enabled them to head off the Japanese line with the "Kansas" and "Vermont," while the three others had slipped into the interval between the "Kashima" and "Katori" and smaller Japanese ships (this interval having been caused by the superior speed of the larger vessels allowing them to draw ahead), so that with their port batteries playing furiously on the "Shikishima," and to a lesser degree the other vessels, their starboard batteries opened a destructive fire on the "Katori," the second of the leading Japanese ships. The damage upon both parties now assumed its gravest proportions. At the reduced range, nearly all the seven-inch guns mounted in the American vessels had to be abandoned. On the "Kansas" an eight-inch turret was blown to pieces, and the other vessels suffered quite as severely. All that could be seen of the ships was columns of smoke, incessant flashes and shapeless grey hulls rolling and pitching in the swell, while the thunder of the guns and the muffled crashes as the shells exploded within the battered hulls made a never to be forgotten sound.

While these scenes were taking place among the heaviest vessels, scenes even more terrible were to

be witnessed where the other squadrons were closing for the death grapple.

The head of the American line grew closer and closer to the Japanese column until it began to appear as if the captains meant to use the ram. Then, suddenly, a tall column of water spouted up alongside the "Maine's" injured side and thundered down upon her deck, and at once she swerved from her place in the line and, staggering and plunging like a drunken man, ran a few hundred yards and stopped, the target for the enemy's concentrated fire. Her consorts, however, continued their evolution and placed themselves between their wounded comrade and the enemy, and then, slowing to hardly steerage way, they held this position in the teeth of the enemy's fire.

The Japanese, however, were not faring over well. The armored cruisers kept closing on the tail of their line, and the ships, to live, kept edging further and further away. But for them help was The fourth squadron (armored cruisers), at hand. was rushing to the help of their consorts and would soon be in the fight, while the reserve battleships had closed into range and had opened a raking upon the shattered "Maine" and "Missouri." But this was not all. The third Japanese Squadron (armored cruisers) was also coming into the fight. Swinging in a long curve between the first and second squadrons, they were coming into action to take the Americans between Seeing this, our fourth squadron, two fires.

though composed only of converted liners, closed at full speed, crossed the bows of the Japanese third squadron at six thousand yards, exchanged a hot fire with them, and then, thanks to its superior speed, came down towards the struggling ships.

We now enter upon the fourth stage of the action. Our fourth squadron, whose plucky rush we have just witnessed, came up to where the "Maine" lay in the trough of the sea, rolling terribly and threatening to founder at any moment. The torpedo had done its work only too well. Three of the forward compartments were opened up, and we have already seen the flooding of the port engine-room. The "Harvard" left her place in the line, and lowering her boats proceeded to save life; two hundred and thirteen men had been taken off, and the boats were returning for another load when suddenly the "Maine" lurched again and—dropped out of sight.

The boats rushed to the spot and succeeded in saving fifty more men who were struggling in the water, then they sadly returned to the "Harvard." Two hundred and eighty-six as brave men as ever pointed a gun or tended an engine had gone to their accounts in the ship.

But now the Japanese armored cruisers (fifth squadron) begin to close up in two divisions, and the thin-skinned liners had to run for their lives. The "Maine" did not remain long unavenged. The "Suwo" (third ship in the line) had been

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pounded to a standstill by the American ships. Her very vitals had been searched out by the teninch shells from the cruisers, and her fire had entirely ceased. Suddenly and without warning (at 2.1 p.m.) she buried her bows into a roller and-never raised them again. For a moment she stood on end, her screws racing madly in the air, the next she plunged to the bottom of the sea. The "Sagami" also was a floating wreck upon the waters. Not a turret was left in action and every six-inch gun was disabled and, with the exception of the stump of her foremast, her tophamper was entirely swept away. She did manage to steam forward to the spot where the "Suwo" had foundered, and with ropes succeeded in saving a few of her people, twenty-five in all, and while engaged in this the American vessels, by common accord, refrained from firing upon her, then with a crash our shells began to explode aboard of her again. Unable to reply, with one engine disabled and making water at several points, her Commander (the command had devolved upon a lieutenant) hoisted a white flag to the wreck of the foremast and swerved his ship out of line. the time, however, nothing could be done to take possession of the prize because of the fire poured upon our ships by the Reserve Squadron, the remnants of the second squadron and the whole of the fifth squadron which had now come into range. On the starboard side the second division of the fourth squadron opened a cross fire upon

our line, whose position, to say the least, was becoming a very serious one. The only vessels that could now be counted upon as a unit being the four armored cruisers, and they, too, were suffering severely from the cross-fire that was directed upon them.

Let us now turn our eyes to the two "first squadrons," and see how the action was progressing there. The turning movement executed by the latter section of the American ships against the corresponding Japanese vessels had been highly successful. The terrific intensity of our fire was more than the Japanese vessels could stand, and, continuing their turn to port they bore away from our ships. But the "Shikishima" was not destined to go far, her engines were disabled and she lay a rolling hulk upon the water. Her consorts could not stand the fire any longer, and throwing courage to the winds they fled down the Straits in the direction of the light cruiser squadron, which had not dared to take part in this struggle for the giants.

For fifteen minutes the helpless "Shikishima" stood the fire of the three battleships, returning shot for shot. Then she ceased fire and hoisted a white flag to the stump of her funnel casing and signalled by international that she was sinking. There then took place one of those noble things of war that save it from the horrible. The United States flagship, the "Louisiana," ran close up to the sinking vessel and in a trice, using everything

that came handy, several cableways were rigged between the two ships, a constant but very slight strain being kept upon the cables by the engines. The Japanese bluejackets understood. Tenderly their wounded were lifted into hammocks, suspended to the cableways and sent, five at a time, to our ship. In less than half an hour all were over, then the survivors began to come, and to expedite the work many jumped overboard and were hauled aboard the "Louisiana" with ropes. As the last man came over the side the order was given to cut the ropes, and almost at once the "Shikishima" rolled over to starboard, turned turtle and went to the bottom, manned by her gallant dead.

By the humanity of our men 538 people were taken off. Two hundred and three were dead in the ship.

While this was taking place, the "Kashima," "Katori," "Kansas" and "Vermont" were settling their accounts. The ships were well matched and the last word was left to the gun pointers, which was where our splendid training told. It has since been ascertained that the proportion of our fire to that of the Japanese was as 1 is to .75. God and the gunners had their day! Every shell from the American guns told upon the enemy, and all four ships had lost all resemblance to their former selves.

The end came suddenly. Almost at the same moment the "Kansas" swerved from the line and stopped, and the "Kashima" received a torpedo

in the stern, disabling both screws and the rudder. Seeing this state of affairs the "Katori" turned out of her place and followed her fleeing consorts to the south. The "Vermont" pursued her for several miles and then lay to and signalled the Admiral for instructions.

We now enter upon the fifth stage of the battle, the period when the victory was firmly fixed in our grasp.

The Admiral had given orders not to pursue the fleeing Japanese battleships, but when it was seen that the "Asahi" had stopped and given up her flight all the ships steamed towards her. She at once hoisted the white flag and a boarding party from the "Vermont" took possession. It was found that all her stoke holds had been flooded by the shells.

Silence now fell upon this part of the field, and in the distance could be heard the roar of the still continued action. The Admiral's decision was immediate. Leaving the "Vermont" and "Minnesota" to guard against a return of the enemy, he ordered the "Connecticut" to follow his ship (the "Louisiana") and he ran back to the scene of action as fast as the damaged condition of the ships would allow.

Things had reached a very desperate pass when we last saw the mixed up action that was taking place among the battleships and cruisers, for the "Missouri" had become totally disabled and the "Ohio" was standing by to assist. The

armored cruisers also were beginning to feel the enormous strain of the day. Suddenly there came a banging of guns in a new quarter, and the men who looked up from their work saw a sight that none of them will ever forget. Coming grandly into action, their sides streaked with the play of the fire from their guns, were four great four-funelled cruisers flying the Stars and Stripes. The Asiatic Armored Cruiser Squadron was arriving on the scene in the very nick of time.

It requires a word of explanation to show how these ships came into the action. We last saw them sneaking through the Strait of Sunda. Their subsequent moves were of the simplest. Cruising slowly around Sumatra, Admiral B—— learned of the presence of our ships at Colombo from an Australia-bound ship. He shrewdly calculated on meeting the fleet in the Straits and put on more speed to do this. The thundering of guns in the distance hastened him still more, and as we have seen he arrived just in time.

Swinging his vessels into the gap between the two sections of the Japanese third squadron, he opened on them with both broadsides. The second division could not stand the intensity of his attack, and turning sharply to port they ran south, down the Strait. The first division was not so fortunate. Caught between the fresh ships on the one hand and the disabled but still vicious "Missouri" and the "Ohio" on the other, the "Asama" and the "Tokiwa" had but a short

shrift. For a few minutes they absolutely disappeared under the yellow smoke cloud caused by the bursting shell, for a while they answered shot for shot (without effect), then they were still. The Americans ceased their fire and waited while the smoke cleared lazily away. And then, to their amazement, they saw nothing beneath it. The two cruisers had gone to the bottom under the pall of smoke, and with them had gone their entire complements, some 1,000 officers and men. Not a soul escaped. By some their loss was attributed to gun fire, by others to the torpedoes that we know were discharged. It is probable that both contributed in a large measure to their dramatic disappearance, but the truth will never be known.

The face of the battle was now entirely changed. The arrival of those heavy reinforcements caused the Japanese to lose heart, and their troubles were not vet over. Their fourth squadron came under the fire of our armored cruisers, and one of the most hotly contested actions of the battle now took place. Our ships concentrated their fire upon the rear of the Japanese column. They fired at the of the American line. The took place at short range, 3,000 yards, and every available gun on both sides was used. Ten, eight, six, and three inch guns took up the fight, and for twenty minutes the ships swung along abreast firing at full speed. Suddenly the leader of the American column swerved out of line with a very heavy starboard list, two funnels gone and her

foremast by the board. Almost at the same instant the "Nisshin" swerved suddenly from her place in the line, but before anyone could realise what happened she was rammed by her next astern, the "Aso," and for several minutes the two ships remained together, the centre and target of the American fire. Then the "Nisshin" rolled slowly over, fell off the "Aso's" ram, and went to the bottom like a stone.

The "Aso" made no attempt to follow her consorts which had escaped northwards, but wallowed round the place where she had sunk the "Nisshin," very much by the head and rolling alarmingly. By international code the "Montana" demanded her surrender, and almost at once the flag of the "Rising Sun" came down at a run. Efforts were at once made to save the survivors of the "Nisshin" who were struggling in the water, and seventy-two of them, including the Commander, were fished out. Four hundred and fifty-three perished with the ship.

The remains of the two Japanese battleship squadrons, reinforced by the reserve squadron, now decided to give up the fight, and in a disorderly formation started towards the Strait.

We have now come to the sixth period of this battle. The period when the victory of our ships was finally assured and the last remnant of the Japanese fleet driven off or captured.

The four armed liners picked out the most injured of the ships and took them in tow. The

"Harvard" towed the "Missouri," the "Yale" towed the "Tennessee," the "St. Paul," and the "Yosemite" respectively towed the "Aso" and the "Sagami," after having taken the precaution of sending prize crews aboard. As the three remaining ships of the third squadron were too badly damaged to pursue the retreating cruisers they had just engaged, they were formed into a rear guard to forestall an offensive return of these As to the "Asiatic" same armored cruisers. cruisers, they continued upon their course in pursuit of the remains of the third Japanese division, which was making off at its very best speed. Being, however, obliged to render aid to the disabled vessels they met upon their course, they were forced to give up the pursuit, and the two vessels managed to make good their escape.

Seeing that the retreating battleships had no intention of returning to the attack, the Admiral withdrew the ships set to watch for their return, and with his four "active" vessels started to intercept the squadron whose smoke could be seen on the horizon. The "Iwami," "Hizen," "Tango" and "Fugi" attempting to escape. In this they were only partly successful for, thanks to the damages received, the ships could no longer make their speeds. The "Iwami," "Tango" and "Fugi," therefore, describing a wide curve around the American fleet, managed to make good their escape. It was not so, however, with the "Hizen." Her port engine had been disabled by

the steam pipe being cut by a fragment of shell, and at the critical moment her starboard bearings became red hot. At this juncture the four American battleships arrived upon the scene, and in no uncertain tones demanded her surrender. Her Commander talked of blowing her up, but "Bushido" is a doctrine that only works in the hour of victory and when men care naught for death. In the hour of defeat things are different, and men do not care to give up their lives when they have been able to preserve them through the fight. The Captain was over-ruled and at sunset the flag of Japan was brought fluttering to the deck.

The vessel was but slighly injured and had lost but eighty men. Six hundred and seventy prisoners were taken. A prize crew was sent aboard and reinforced by the survivors of the "Maine," who were transferred from the "Harvard." Two hours sufficed the Yankee engineers to make the "Hizen" once more a serviceable ship.

We now come to the seventh and last phase of the battle, that consisted merely in forming into a serviceable fleet the collection of more or less disabled units scattered over the face of the waters.

We have seen how the first part of this work was effected. We will now see how it was brought to a successful close. The cruisers of the Asiatic fleet were formed into line abreast as the vanguard of the fleet. Next came two "tows" abreast. The "Vermont" towing the "Kansas" and the

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"Minnesota" the "Kashima." The "Asahi" was able to proceed under her own steam. On the left the "Louisiana" and "Connecticut" guarded the flank, and on the right the "Ohio" and "Hizen." Then came the four liners and their tows, while the rear was brought up by the three armored cruisers, "Washington," "North Carolina" and "Montana." The speed of the fleet was the truly excessive one of eight knots.

CHAPTER V.

The Lieutenant's Letter—Naval Warfare As It Is—False News of the Battle—The Truth Reaches Washington—At Singapore—On to Manila—The "Otawa" Captured—The Fleets Meet—Manila Relieved—Japan's New Ships.

No narrative of the great struggle fought in the Malacca Straits would be complete without the story of an eyewitness of the events described. We are fortunate in being able to quote from the letter of Lieutenant S—, an officer of the "Kansas." This gentleman was in a particularly favourable position to judge of the effect and procedure of the action, being a supernumery aboard the ship and especially detailed by the Captain to watch everything, report on exceptionally grave casualities and make himself useful in any particular point threatened with destruction where the officers had been put out of action. We cannot do better than quote verbatim from his writing.

"The greatest sea fight of modern times is over, and I am still here to tell the tale. The truth is that I feel like one of the famed Kilkenny cats, for I am so used up that as far as I am concerned nothing but the tale is left. In the last two days I have been everything: officer and gentleman, I hope, first of all; but also all kinds of other things. Among them are gun pointer, stoker,

engineer, doctor and, last but not least, artful dodger. In fact, had I not been this last I should not be writing now.

"Yesterday morning my orderly called me at five thirty, and at six I enjoyed my breakfast. R— is a good caterer and at Colombo he loaded the larders till they groaned. Young R— was about again so I was not responsible for his turn of duty, and therefore ease and comfort were the order of the day. I loafed after the most approved fashion, and it was not till eight o'clock that I made my appearance on deck. Everything was normal. The men were about their ordinary duties and but a thin simmer of smoke issued from the funnels.

"I was leaning against the guard ropes just forward of the forward port turret when, glancing up, I saw the Captain upon the bridge. moment I was beside him, and just as I arrived one of the signal quartermasters, Morris, stepped up, saluted and reported, 'The Admiral signals general quarters, sir! Enemy in sight.' A word, an order, the loud clanging of a gong, the clear notes of a bugle, and above all the persistent Then came the ringing of countless electric bells, rush of men scurrying in all directions. (Every man in the vessel seemed to be in the point diametrically opposed to his station.) And then a deep silence brooded over the ship. tompions were gone from the guns. The rope, handrails and their stanchions were gone from their places, and in the incredibly short space of time of three minutes the ship had assumed the appearance of a big, sharp-tempered man who has taken off his coat and rolled up his shirt-sleeves. In a word, we were ready for action. I sent an orderly hurrying for my sword, revolver, and binoculars, and ten minutes later I too was ready to play my

part in the game.

"Not being assigned to any particular post in the ship, I took my stand by the Captain, ready to carry out any orders that he might choose to give me. I fear that I have yet to describe our "Old Man" to you, and this seems to me a good chance to do so. Of middle height, he is not corpulent for a man of his age. Iron-grey hair, keen grey eyes and a drooping American mustache covering a firm, determined mouth. He is tanned by the service of thirty years with the Colors, and looks what he is: an officer, a gentleman, and every inch a sailor. He stood with his hands resting lightly on the guard rails, and watching steadily the approach of the enemy's ships. Suddenly he spoke; "Mr. S--! Keep in touch with all that happens on board here. Keep clear of the shells and post me on anything that seems to you out of the ordinary. I shall be in the Conning Tower. If it becomes untenable, then I shall go to the main control station." I saluted and remained silently watching the enemy.

"Suddenly there came a flash from the forward turret of the enemy's leading ship, and the far-off whine of the shell became audible. Then the projectile rumbled over our heads with the noise of an express train crossing an iron trestle, plunged into the sea a mile beyond us, and sent a spouting column of water towards the sky. The old man raised his eyebrows and with a grin, "Good line, gentlemen, but a trifle high," he said, and with that walked rapidly to the pilot house and down the ladder into the conning tower. His staff followed him, but I remained in my place. Several more shot passed over us, then a sharp bell rang aloft and was repeated at the various gun stations as the range was given out.

"Silence! Smash! Thud! Crash! The deck bucked up under me, and everything began to sway and jump while the incessant, repeated noise and shock went on in an increasing progression: our guns had begun the action. Smash! Crash! I whirled round in time to see a sulphurous yellow cloud rise out of the three inch midship battery. the boat derrick jump into the air and come crashing over the side, and the midship funnel, as if struck by a giant hand, collapse like an accordeon. Before I could grasp what had happened another explosion sent a cloud of steel fragments flying over the forward deck and the shells began to arrive with the rapidity of thought. Thinking to gain a more comprehensive view of the action, I climbed up to the forward fighting top.

"From there the battle lay before me like a panorama, and far off on our port bow I could

see the enemy's column, smothered under the smoke of our exploding shell. Ding! Ding! Ding! Midshipman F--- sprang to the telephone connected with the conning tower. I caught part of the conversation. 'No! Yes!! No, smothered in smoke. I don't think so, Sir! Yes! Very good, I will. . . . ' Bang, thud, whee-e-e!!! The young officer collapsed into a pitiful heap. I sprang forward to his side to raise him. No use, he was nearly cut in two. I picked up the telephone and continued the conversation. 'Midshipman F--- is killed, Sir!' I reported. 'Are the enemy masked with the smoke?' 'Yes, Sir!' 'Then I shall come to closer quarters. thousand yards.' Crack! I turned, the main mast was waving in the air and then with a loud crash it went over the side, carrying with it the men in the tops.

"I returned to the deck, passed through the superstructure and descended to the seven-inch battery. Here everything seemed orderly except for the forward port seven inch, which hung crazily from its mounting, struck by a heavy shell. The armored screens were blown in and half a dozen heaps of what seemed to be old rags lay in pools of blood. I did not look closer. I knew what those rags had been. The gun crews were loading with frenzied haste, the Captains aiming and firing with cool deliberation, not firing the pieces until they were sure of their aim. Everything seemed right, so, passing into the after port eight inch

barbette, I climbed into the turret. Everything here was going smoothly, the men were cool and no shot had struck the structure. Young B——, who commanded, gave me a "high ball" from a bottle mixed beforehand, he joked about the surprise that our fire must be causing the Japanese.

"Climbing out of the small door at the back of the hood, I walked aft along the wreckage-strewn deck to the after turret, and was about to enter it when a terrific report rang out above the din of the fight, fragments rained about me, and I was flung flat on my face. I sprang to my fect and looked at the turret I had just left. The roof was gone, as also was one gun. I walked rapidly back and entered it. Ruin and desolation everywhere! Nine charred somethings lay about in distorted positions, crushed and torn out of all human semblance.

"I examined the remaining gun. Its fittings were fused and melted. A man put his head up from the trap door at my feet and paused thunderstruck. Recognizing me he saluted, and reported himself as the Captain of the starboard gun. 'Nothing to do here, my man,' said I. 'Better report to the after turret, they may be in need of men.' He disappeared like a jack-in-the-box, and I followed him into the handling-room, from which, passing through the ammunition passages and the armored tube, I made my way into the conning tower.

"The shells had been here too, or rather they had been outside, and their effect was evident within. All the paraphernalia that lines the inner walls of the structure had broken loose and wrought havoc, while executing a mad dance within that confined space. Telegraphs, voice pipes and a hundred other odds and ends lay littered about the floor, and among this raffle lay two men face down. One wore the single stripe of an ensign on his tunic. The other was a The wheel was grasped veteran quartermaster. by another of the quartermasters, and in the back of the turret the "old man" was roughly bandaging his left arm, from which the blood was running, while his lips were forming prayerful phrases addressed to all cluttered up conning towers. (When the "old man" gets back to the United States I do not want to be the constructor who designed the conning tower of the "Kansas." He will have a very unpleasant time.) I went at once to his aid, and between us we bandaged his injured arm. Then I joined him in watching the progress of the fight.

"Our ship and the next astern were drawing ahead of the opposing vessels, and all four of us were now well ahead of the rest of the squadrons engaged. Some four thousands yards away we could see the dark hulls of our opponents streaked with the flashes of their guns, and at times half masked by the explosions of our shells. All their top hamper was gone, saving the stump of the

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main mast upon the after ship. I turned back to look at the interior of the conning tower. The two bodies were gone, the raffle was cleared up, and men with axes were clearing the walls of any further projectiles. The two engine room telegraphs were in condition, and two telephones were rigged connecting with the main control station and the after conning or signal tower, where the lieutenant commander was stationed. New aids entered the tower, so I left it to continue my observations. You must remember that during all this time the action was at its height. Shells were exploding with incredible frequency, and the reports of our own guns seemed to be almost continuous. I made my way into the upper deck fourteen pounder battery. Everything here was in ruins. All the guns were dismounted and hurled in every direction, the deck was torn up and the ruins of the funnels lay above me like a roof. The fumes from the broken smoke pipes were so strong that I was glad to escape down into the seven inch battery again. Here also everything seemed to be in fragments. The two port midship guns were still in action, but they were handled with difficulty, for they had been struck time and again by splinters, and their training mechanism thrown out of gear. Around them the decks were slippery with blood, which had collected in a pool near the choked up scuppers. The men handling the weapons were no longer those who had manned them in the beginning of the action. The bluejackets were men from the three inch guns above who had been withdrawn from their stations before egan. I spoke to one of them—he had served with me in the "Indiana"—and asked him how things were going. "Foine, Sir!" answered, "we're hitting thim slobs iviry shot!" A glance at the other guns in the battery was sufficient to show me that they were out of action for good: so I made my way to the after conning tower and paused thunderstruck at the door. Everything here was finished also. A big shell had penetrated the thin armor and exploded inside, wrecking the structure. Of the men who had been there, there was hardly a trace left, but the head of the lieutenant-commander hung from one of the voice pipes and leered drunkenly at me.

"Back I went to the seven-inch battery, and as I started down the twisted and broken ladder, a shell entered the deck house behind me and exploded with a ringing report. Something struck me between the shoulders, and tripping, I plunged headlong down the ladder. I brought up against the rotund person of Paymaster M—, and thanks to his initial stability my fall was much cushioned. I rose to my feet and was about to step forward when I heard the voice of a first-class petty officer speaking, "A moment, please, Sir! Quick, a stretcher for the Lieutenant!" And before I knew what had befallen me, two stalwart tars had borne me to the sick bay established behind the armor belt. In a minute the surgeon stepped forward,

took a look at the back of my tunic and calmly proceeded to cut the larger part of it off, then, with gauze packing, he dressed the wound in the left shoulder blade and kindly told me that, if I wished, I might return to my station. Just then three terribly shattered men were borne down from the forward turret. The M.D. glanced at them. 'Nothing to be done,' he said. A hospital steward stepped forward with a mask of chloroform and in a trice the men, thus rendered unconscious, were borne away. I looked inquiry at the doctor; he condescended to explain. "Nothing to be done. Chloroform them, throw them overboard. Prevents suffering!' I fled.

"Once more I made my way to the Conning Tower, but this time I did not reach it. It was surrounded and smothered by debris of all sorts. The armored tube, also, was cut, and as I turned to make my way below I met one of the signalmen standing in the shelter of the wreck of the eightinch turret. 'The Captain is in the main control station, Sir!' he said. 'Mr. C—— (naming one of the ensigns) is on the bridge with a telephone and he is conning the ship. As soon as he is hit Lieutenant B—— will replace him.' Before going below I stepped out on deck and took a look at the battle.

"Our consorts had fallen far behind, but the Vermont' still held her place astern of us. The enemy also seemed to have suffered terribly, and as I looked their leading ship fell sharply away to

port and took a heavy list. I plunged down to report this, and as I left the last rung of the ladder a whizzing fragment of shell snatched away my sword. I did not attempt to find it. The Captain was sitting on a camp stool with a bandage about his head. Commander H- held the telephone with the officer on the bridge, and gave the steersman the necessary orders. As I watched, the telegraph with the port engine suddenly went wild. It jumped to "Full Astern!" Then to "Full Ahead!" "Stop!" and "Half Speed!" followed in quick succession. The Captain turned to me. 'S--! To the engine room, quick. Then come back and report.' I ran along the flats and coal passages quickly, reached the armored hatch, and ran down the ladder into the engine room. The cranks were beating in a froth of oil and water, and men were running in all directions, swarming up the standards to the cylinders and throwing over valves, cocks and levers. Next to me stood the indicator, and the Chief Engineer lay dead beside it, his hand still clutching the lever. Water was pouring into the compartment, and the men, swept off their feet, were carried in among the cranks and shredded out by the beating machinery. During the minute I had been in the engine-room the water had risen two feet. There was but one thing to do. I took the lever from the dead hand of the Chief and slowly carried it to stop. And, turning to an engine room artificer, I ordered him to shut off steam. As the thunderous beat of the cranks

in the water came to a stop and the spray settled down, I ordered the men to leave the engine room, and watched them swarm out under the glare of the electrics. When the last man was out we battened down the hatches and I hurried back to the Captain to report.

"A silence had come over the ship. No explosions, no rending of steel, no concussions from our guns. In a flash I understood. We had left the line. I met the Captain making his way to the deck and made my report. We had taken a heavy heal to port, and two of the starboard flats had to be flooded to restore the ship to an even keel. We went on deck; the men were crowding up from every part of the ship. For a moment we did not know where we were, but then the heroic midshipmen who had conned us through the last stage of the fight came up and explained matters. The Japanese had made off, leaving us two disabled prizes. One ironclad of their's had foundered but a few minutes since.

"We all went to work with a will to clear away wreckage, and once more prepare the ship for fight, and the vessel again rang with explosions; but this time it was dynamite used to cut the wrecked portions away. Two hours later we were surprised to see the 'Manila' cruisers coming into sight looking fresh and fit, and they told us of the fight At eight last night one of our consorts took us in tow, and convoyed by the valid

ships we are continuing the voyage. Singapore will be a welcome sight."

None have forgotten the wave of horror and fury that swept over our country when on the seventh of November a cable was received by the Associated Press from Singapore announcing that the Japanese cruiser "Soya" had just entered the port and reported that the Japanese fleet had met and defeated the United States Squadron. Despatch after despatch was received confirming this information. A P. and O. liner arrived at Colombo and reported terrific gun fire in Malacca Then a German mail boat arrived at Singapore and reported meeting a fleet steaming slowly towards the city. The Germans affirmed that the vessels all showed Japanese colors although many were clearly American built. Then came the news that a Japanese armored squadron had passed in sight of the city; that some of the ships looked as though they had been much knocked about, but that the others, the "Fugi" and "Tango" notably, seemed to be quite uninjured.

European opinion was openly overjoyed when the news arrived, and there were influential people in Washington who demanded that the second fleet be recalled. At last, late on the evening of the 8th, a cable was received from Singapore stating that the United States ship, "Maryland," had just anchored in the port and that she appeared quite uninjured. This news caused much perplexity in Washington, but at three in the morning

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of the ninth the following world-famous despatch was received and at once conveyed to the White House:—

"Straits of Malacca,
"November 5th.

"On board U.S.S. "Louisiana," First Rate.

"We have met the enemy and defeated him. 'Maine' foundered in action. 'Shikishima,' 'Suwo,' 'Asama,' 'Tokiwa,' and 'Nisshin' sunk by our fire. 'Kashima,' 'Asahi,' 'Sagami,' 'Hizen,' and 'Aso' ours. Also 6824 prisoners. We have lost 2318 men, of whom about 1600 killed in action. 'Kansas,' 'Missouri,' and 'Tennessee' disabled. Injured vessels being towed. Hope to make and relieve Manila by 20th of month.

"(Signed) E——,
Rear-Admiral Commanding."

By five in the morning this despatch was telegraphed all over the United States, and from despondency our people passed to the wildest expressions of joy. In Europe the news was received with a stupor akin to consternation. If the Japanese had beaten the Russians and now the Yankees had met the Japanese on equal terms and beat them, who would be able to whip these terrible and blood-thirsty Yankees? Many a continental cabinet felt uncomfortable when its members reflected that a little timely courtesy would have kept the good feelings of the United States.

Early on the morning of the ninth, our battered Squadrons anchored off Singapore, and at noon of the same day the Japanese cruisers, "Azuma," "Yakumo," and "Kasuga," which had escaped from our third division after the terrible mauling our ships had given them, and that since then had been following our divisions at a respectful distance, also came in and anchored. They reported to the English authorities that they had over one hundred and fifty wounded on board. Forty-eight hours were spent by our ships at Singapore making the more damaged ones ready for sea again. By that time nearly all the disabled vessels were ready to take the sea and continue the trip to Manila under their own steam. Only the "Kashima" and "Kansas" had to be towed. This was done by the "Yale" and "Harvard" respectively. The divisions were reformed in their old order. The second division, however, had the "Hizen" added to it as a substitute for the The captured "Asahi" was also " Maine." added to this division. As to the "Aso," she was freely patched with painted canvas, her forward compartments were pumped out, and she was The Asiatic attached to the third division. division (armored cruisers) being the only one whose ships were fast enough for the scouting since the action, was detached for that purpose, and to. it was temporarily added the "St. Paul" and "Yosemite" of the old fourth division.

At noon on the eleventh, just as our ships were ready to steam for Manila, the Japanese cruisers left the port and steamed in the direction of Japan. The application of the twenty-four hours' rule (forbidding hostile vessels to leave a port within twenty-four hours of each other) was applied by the English authorities, and it was therefore not till November twelfth that the squadron got to sea. The additional day was spent in transferring coal from the liners and getting up jury rig and funnels aboard some of the ironclads. At last, however, at five in the afternoon, the squadrons got away and, at the modest speed of ten knots, the ships pointed their prows in the direction of Manila. The distance between Singapore and Manila is 1320 knots. Therefore, at ten knots an hour, six days would be consumed in the passage. In point of fact, the passage was a much more lengthy one, for the engines of some of the vessels were now constantly breaking down, and the other ships had to choose between repairing them on the spot or towing. As towing represented the famous homily of the blind leading the blind, it was generally preferred to repair, and the various breakdowns accounted for full four days. It was therefore on the early morning of the twenty-second that the ships passed through Balabac Strait and took the "inside route" for Manila.

At eleven that morning smoke was sighted to

the eastward. At once the "Maryland" set out to investigate. At five in the evening she returned with the Japanese cruiser "Otawa," a prize. The officers of the "Otawa" took great care not to report their meeting with our other fleet off Sulu. so all through the night of the twenty-secondtwenty-third they both sailed on parallel courses with the Hampton Roads fleet slowly drawing ahead. At dawn both fleets discovered each other, and the Hampton Roads fleet, not recognizing the New Yorkers, closed down to engage. But soon the four funnelled "Colorado" came tearing through the water between the fleets and both by wireless and signals told the story of the fight. As the words snapped out of the Marconi's and nodded out one by one from the halyards, a deathlike silence brooded over the splendid fleet. Then officers sprang to the deck and shouted the news to the men, and cheer after cheer rang out over the water. Slowing to the same speed as the New Yorkers and obliqueing to port, the fleet closed slowly upon their battle-worn comrades and soon. steaming together in close formation, the strongest fleet that ever carried the American flag, swung grandly on towards Manila to the relief of their beleagured countrymen.

At six o'clock on the morning of November 25th Manila was sighted, and the armored cruiser squadrons swung forward to drive off blockaders. None, however, were found, and the huge fleet steamed up Manila Bay and came to anchor off

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Cavite. From inland came the dull thudding of the guns bombarding the Manila works, and from the seafront came the cheers of the troops collected there to welcome the victorious ships. A meeting at once took place between the General and the Admiral Commanding, and by night two thousand bluejackets were put ashore and amply provided with naval guns mounted, some on railway trucks, others on improvised field mountings. These were hurried to the fire lines, and the enemy was seriously annoyed and even disconcerted by the sudden change in the Americans, who had passed from the defensive to the offensive. The monitors also put to sea, and steaming round to Batangas Bay they opened a galling fire upon the Japanese base. The result was immediate. Saving everything they could lay hands upon, the Japanese retreated inland with the avowed intention of holding out for months. The next day the cables to Hong Kong and Honolulu were picked up and repaired, and our forces were once more in direct communication with the Washington Government. The dry dock Dewey and the Cavite Arsenal did splendid work during the days that followed the arrival of the fleet. Tripod masts and funnels were rigged, guns remounted, sides and armor patched and quarters repaired and replaced. The end of the month found a very powerful fleet tugging at its anchors off Cavite.

As the battleships "Kashima," "Kansas," and "Sagami" were in need of at least six weeks'

repairs, their armaments were removed to fill the gaps upon the other ships. As to the liners, the whole five had sailed full tilt for San Francisco to help the Transport Department. They made the passage in seventeen days, and were therefore the first eye-witnesses of the great fight to reach our country. All the seriously wounded and prisoners went with them, thus relieving the strain put upon the Manila hospital and commissariat services.

The news of the signal defeat in Malacca Strait was not received in Japan as one would have been led to expect. No outburst of popular rage took place, none were blamed for the defeat, but every Japanese set to work to repair the damage to the surviving ships and to put into commission the four ships that had just been completed, the battleships "Aki" and "Satsuma," and the two mighty cruisers, or rather intermediates. "Ikoma" and "Tsukuba"; faster, better armed and more efficient vessels than the best ships that we could bring against them. The latter were battleships with the armament of an "Ohio" and the speed of a fast scout. To these new ships were added two small cruisers, the "Magasi" and "Yoddo." Day after day the crews were trained at the guns, and the shaking down process was pushed to the utmost, so as to be able to meet our ships once more upon the sea. Iapan realized that the command of the sea must be regained at all costs, that every sacrifice must be made and every risk undertaken in order to drive our ships

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back to Manila and San Francisco, release their army caught in a trap in the mountains of Luzon, and once more plant the flag of the Rising Sun in the proud position it had occupied at the close of the Russian War.

CHAPTER VI.

In the United States—Troops for the Front—Unrest in Europe— The Mailed Fist in Central America—More Ships for the Navy—Where it is Bad to Oppose the People's Will—The Siege of Manila Continues—Serious News—A Battle on Land—The Charge of the United States' Infantry—The Star Spangled Banner—The Cruisers' Dangerous Errand.

Great was the joy in the United States when the news of our signal victory was finally received. The war was popular with all classes and, strange to relate, the working classes in particular. Cheap yellow labor had begun to be a nightmare not only to the dwellers on the Pacific coast but also on the working men of the Western and Eastern The Yellow Peril had begun to loom largely as an economic fact, and even the rabid labor unions had begun to realize that soon the great Pacific markets might be closed to our produce. Luckily for ourselves, the American labor leaders have a redeeming trait. They are shrewd: and, being shrewd, they readily understood that we were on the verge of a struggle in which all classes must pull together if they were to emerge victorious from it.

Hardly had the news of the victory of Malacca reached Washington when the General Staffs of the Army and Navy were convened in order to work out the moves and decide on the best course to be followed under the new order of things. It

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was very evident that the fleet alone would not suffice to reduce the Japanese to submission. high-spirited, courageous people do not give way to despair at the first chill of defeat. Clearly our leaders foresaw a long and bloody struggle, and it was almost beyond doubt that not only ships, but men would be needed to break the back of the enemy's resistance. The ships collected upon the Pacific Coast (including the liners sent home from Manila) were sufficient to carry thirty thousand men. If this force then, were added to the garrison at Manila, it would be barely sufficient to permit of offensive operations against the Japanese troops in the Island. We must remember that a squadron of transports had been collected at Hampton Roads just previous to the sailing of the fleets, and that other similar transport squadrons were collected at other Atlantic ports. The location, composition and transporting ability of these various squadrons was as follows: Norfolk Squadron, eight vessels, fourteen thousand men. New York Squadron: Ten vessels, twenty-five thousand men. Boston Squadron: Eight vessels, sixteen thousand men. A total, therefore, of twenty-six ships, carrying a total of fifty-five thousand men and an enormous quantity of war material. On board many of these vessels were stored quantities of naval stores, spare guns, duplicate parts of machinery, armor and everything that might appear necessary to repair and keep up a big fleet. At the last moment it was also decided to concentrate a few additional

ships at Seattle. They were five in number and carried eight thousand men, also stores of all kinds for Manila. The next stage of operations was to get these ships started on the road to Manila, and many apparently unsuperable difficulties stood in the way of this work.

By the twelfth of December all the vessels were ready to sail, but several more days were lost perfecting the final details. Among the greatest difficulties that confronted our Naval Department was the supply of proper convoys to these two great fleets. As we know, the Pacific transport fleet consisted of twenty-two vessels, of which five were auxiliary cruisers and could not be relied upon for a speed superior to twelve knots. capacity was of 38,000 men. The Atlantic fleet consisted of thirty-four vessels, of which four were auxiliary cruisers and six were fleet colliers. After much debate the following convoy was assigned to the Pacific Squadron: Battleship "Wisconsin," cruisers "Chicago," "Albany, "New Orleans," and four torpedo boat destroyers. This fleet sailed on December 20th. It was therefore due at Manila about January 17th, 1908.

It meant a big drain upon our Atlantic fleet to furnish a convoy for the transports; but, for many reasons the Washington authorities felt that still more ships could be spared from this station. The ships designated were: Battleships "Idaho," "Mississipi," "Alabama," "Illinois," and the new, recently commissioned "New Hampshire,"

armored cruiser "New York" (just out of reconstruction) and the entire sixth division (cruisers) of the Atlantic fleet. This armada was to take the same course as that followed by the New York fleet. It got away on December 25th, and allowing the rapid rate of progress of 8.5 knots it was due at Manila on or about March 22nd of 1908.

The voyage of this fleet down the American coast and round the Horn was quite uneventful, no South American Republic making the least objection concerning the question of coal; but it was a long, weary voyage for the officers and men of both services that manned them. All the ships were crowded, for hundreds of extra sailors were being taken out to fill the vacancies in the fleet. Most of them were veterans of the Spanish War who had reverted to civil life. The outbreak of hostilities had brought some twenty thousand men back to the colours, and several months had been spent "shaking them down" again. Now they were all eagerness to get a shot at "them Chinks." and to be once more wearing their loved and respected "Navy blue." Let us leave this fleet sailing slowly through the deep, green waters of the South Atlantic, and throw an eye over the events, political and social, that had marked both at home and abroad the close of the year 1907.

Foreign countries were not deaf to the sound of fighting in Asia. Russia in particular was more than anxious to interfere, and for a while it was feared that her action might precipitate a general conflict. Regiment after regiment was mobilized at Harbin, and England's protest was met by the concentration of two army corps on the Afghanistan frontier. The natural consequence of this was that Germany sided with Russia and that France, Italy and Spain openly declared their friendship for England; which declaration, however, was soon forgotten.

It was in the midst of these warlike preparations that the first news of the battle of Malacca Strait arrived. Europe now laid its hand on the hilt ready to interfere in other people's affairs, and then came the news of the Japanese defeat.

Almost at once two notes were despatched from Washington to the Cabinets at Berlin and at St. Petersburg, stating that the United States would consider it an unfriendly act if either Germany or Russia interfered between herself and her opponent. This statement came as a cold douche to the combattively-minded nations, and they rapidly came to the conclusion that they could live at peace with their neighbors after all.

The question of coaling rights was also taken up by certain European powers. It will be remembered that our Asiatic squadron did a certain amount of rather fancy coaling throughout Asiatic waters. Japan at once protested to the Governments involved. Upon investigation, however, it was discovered that our ships were well within their rights, for, by international law, a ship may always obtain sufficient coal at a foreign station to

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enable it to reach its nearest home port. A long time must elapse, however, before the same ship may obtain any fuel at any port belonging to the nation whose hospitality it has already enjoyed. Unluckily for the Japanese no less than five European nations possessed colonies in Asiatic waters, and therefore our vessels were able to demand coal for a considerable time before finding themselves on the brink of violating international conventions. The fact remained, however, that the Japanese felt, and still feel, a little sore in regard to this particular incident.

Another question that caused a certain amount of friction was that of contreband of war. Japan had declared that all arms, ammunition, food stuffs destined to the opposing army as well as coal and railway material were contraband. The United States' declaration was based upon the same principles, but food stuffs were excepted from the list. Now our armoured cruisers had seized several vessels bound for Japan loaded with contraband, while, on the contrary, Japan had been unable to lay hands on a single vessel carrying a suspicious cargo to the Philippines; yet Japan knew through her agents in Europe that all sorts of war materials were being poured into the United States via the Atlantic and Gulf ports. Japan made an attempt to have this traffic stopped, but diplomatic ears are always deaf when the national conscience is being soothed with gold, and the great factories continued to ship their consignments of Elswick,

Canet and Krupp guns, shell and armor in exchange for good American coin freely shipped in British liners.

While Europeans were bubbling and sizzling over the to be, or not to be of war, other questions of rather serious import were occupying the minds of both statesmen and public men upon our own side of the herring pond. The outbreak of hostilities had been the signal for us to withdraw our army of occupation in Cuba for service in the East. Of course promises of good behaviour had been exacted from the Cubans, the Government reconstituted and a new President seated upon the rickety chair of the departed Senor Palma.

Hardly had the last American soldier left the shores of Cuba when some half-breed niggers raised the standard of Cuba libre. Had the worthy inhabitants of this small but boisterous isle confined their energies to shouting and cock-fighting all would have been well. But, under the martial impulse of rum and big phrases in unequal quantities, the gallant sons of Cuba started a first-class reign of terror, and finally carried their boldness to the point of making an organized attack upon the United States Naval Station, at Guantanamo. This was adding insult to injury, and our people could not stand even in a time of national stress the impertinences of the contemptible little people that we had wrested from the clutch of Spain. An expedition was organized at Tampa, put aboard of transports and shipped to Havana. Our gunboat

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divisions bombarded the various blockhouses erected along the coast, and soon our sturdy volunteers marched into Camp Columbia, and the Stars and Stripes were hoisted over Havana never to be taken down.

To say that our Volunteers were pleased when given the job of policing Cuba would be a prevarication that we will not commit. Loud and deep were the curses uttered by officers and men against the Cubans, and every man was firmly decided to "take out" of the first Cuban he was sent against his disappointment at not been able to go to the front in the East. Columns were despatched in all directions, and the guerilla bands were rapidly "handed in." In all cases where a murder or other misdeed was proved against a Cuban "patriot," he was at once attached to the end of a rope by the neck and subsequently "planted" under a spreading palm. This stern treatment reacted splendidly upon the Cubans, and soon the island entered upon a period of peace and quiet such as it had not known for years.

As soon as the news of our war with Japan reached the ears of certain Central American Presidents and Dictators, they decided that the time was ripe to beard the Eagle, whose talons, so they thought, must be engaged elsewhere. Thereupon American citizens were insulted or arbitrarily jailed, and other acts of oppression were perpetrated. But, with energetic leaders such as we had, Nemesis was not long in overtaking these

insolent gentry. Even four-inch shells are big when they fall into little coast towns, and soon all the militant "Dagoes" were clamoring for peace.

While all these exciting events were taking place in different parts of the globe, the Congress of the United States sat in special session and gravely discussed the measures necessary to our national defence and dignity. On the 12th of December a Bill was introduced providing for the immediate construction of ten first-class battleships, to displace not less than twenty-five thousand tons, to have at least four knots greater sea speed than any foreign vessel of their type and to be provided with such a battery and armor as to allow them to crush the strongest foreign vessels designed or built. The Bill also provided for twenty vessels of the Scout class to be at least six knots faster than the battleships and carrying an armament allowing them to meet foreign vessels of the same class on equal terms.

Hardly had this Bill been placed on the table when Congressman C—, of Nevada, brought forward a Bill providing for the carrying of the enlisted force of the Navy to one hundred thousand men, and the officers to be gradually increased in number to make them proportionate with the number of men. The Bill also provided that during ten years our Navy be increased to such proportions as to bring it to a scale allowing it to meet the strongest fleet in the world on equal terms at sea. From the talk that was overheard in

the lobbies of the two houses, it was soon evident that the Bills were bound to pass. They were supported by the President and by the people, and were a clear proof of our sudden realization of our national responsibilities, obligations and needs.

Great, then, was the surprise of all concerned when a worthy Senator from a Northern state made a violent speech in opposition to the two measures. Every point was disputed, and he soon made it evident that if such a thing was possible he would prevent the passage of the Bills. But for this time our obstructionist friend was mistaken. Without even interrupting the sitting the Bills were passed by both houses on an almost unanimous vote, and an amendment was added that the design and construction of the vessels be pushed with every possible haste, that the battleships cost not more than 20,000,000 dollars, and the Scouts not more than 2,500,000 each.

The country, however, was not yet done with the obstructionist Senator. His speech had been reported in the papers, and as it contained allusions not at all complimentary either to our officers or our blue-jackets, the Senator was much surprised to see a furious crowd collected before his house in Washington. The police were powerless to control the mob, and before the old gentleman quite realized what had happened he was haled from his house, stood upon an ash barrel and there, under a heavy fire of bad eggs and spoiled apples, he

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was made to repeat his opinion concerning our Naval forces, every particular point being punctuated by either an apple or an egg. After half an hour the mob tired of this pastime. A pot of tar was procured and a fire built under it. Then feathers were obtained and also a rail, and the Senator was treated to a coat of old-fashioned tar and feathers and ridden through the town on the rail. Finally, two regiments of Militia with fixed bayonets rescued the Senator from his perch and conveyed him to his home. But history does not relate how long it took to relieve him of his clinging coat of tar.

The lesson, though sharp, was a good one. If showed that our people knew what they wanted, and obtained it even against the wishes of senile rulers determined upon their own way. The Senator, we may add, has left the service of his country, and a better, broader-minded, younger man now fills his place.

The closing days of the year 1907 were very strenuous ones in the good city of Manila, besieged by an army which was in turn besieged by a fleet. The forges flamed and the machine tools hummed at the arsenal of Cavite, and every nerve was strained to prepare four battered squadrons for war. It is a lucky thing that the American blue-jacket is even more handy than his far-famed British cousin, and thanks to him at least 75 per cent. of the repairs upon the damaged vessels were done by the crews themselves.

On the 16th of December the Japanese cruiser "Iwate" appeared off the port flying a white flag and reporting by wireless that she wished to communicate with the Commander-in-Chief. once went on board the "Montana," and soon learned that the "Iwate" carried two hundred and ninety-three American officers and men who had been captured in the "Chattanooga," and whom the Japanese wished to exchange for a similar number of their own people. Their request was at once complied with, and an American officer was sent aboard the "Iwate" to pilot her through the mine fields. The prisoners were exchanged, and that same afternoon the "Iwate" sailed for Japan. A court-martial was at once called to try the officers of the "Chattanooga" for having surrendered their ship, but when it was proved that at the time of their surrender they were under the guns of three battleships and at least five cruisers they were honourably acquitted by the court and appointed to those vessels of the fleet that were the most in need of officers. The men were distributed among the damaged vessels in the same way.

On the 18th of December Admiral E—received through a reliable British source at Hongkong information that gave him very serious cause for worry. It appeared that, contrary to all published statistics and against the previsions of Naval experts everywhere, the Japanese had added the two armored cruisers "Kurama" and

"Ibuki" to their fleet. These two formidable vessels added to the "Ikoma" and "Tsukuba" already mentioned formed a fast, powerful division that no battleships in our fleet were fast enough, and no cruisers strong enough to fight. The information received also gave a clear account of the rearrangement of the Japanese fleet, which now contained seven battleships, nine armored cruisers, fourteen cruisers and four coast defence ships. Therefore this forlorn hope of Japan formed a very dangerous fleet.

We see that quite a respectable sea force had been collected for service, and that our ships had their work more than cut out for them if they were to obtain and maintain the actual command of the sea.

For many hours after the reception of this information the wires between Manila and Washington hummed with the messages that went through.

On the 20th of December the mass of cabling crystalized into acts, and the second and Seventh divisions of the fleet got under way with orders to demonstrate off the coast of Japan, and particularly off Yokosuka where the entire Japanese fleet was said to be concentrated. The mission of the squadron was clearly to effect a diversion, and not to bring about a general action. The cruisers composing the eighth division of our fleet were ordered to cruise at various distances between Manila and the expedition, so as to keep up wireless communication between the Admiral Commanding in Chief

and the cruising squadrons. It was supposed that the distance between Cavite and Yokosuka could be covered in five days, and that therefore if the ships were allowed as many more days off the port some two weeks would see them back at the old anchorage off Cavite. It was very evident what was in Admiral E—'s mind when these instructions were given. Take the attention of the Japanese off the weakly-convoyed transports making their way across the Pacific and thus prevent a sally of the armored cruisers from Yokosuka that would perhaps prove disastrous to some of our plans. The ships sailed from Manila in warm weather. It was icy cold when they entered the North Pacific.

The siege of Manila by the Japanese, and the siege of the Japanese by the Americans was not making very brilliant progress for either party. It is true that the twelve inch guns of the fleet firing over the city had persuaded the Japanese to withdraw their lines to a safer distance from the said guns, but beyond that little headway had been made. It was at this juncture when the siege began to promise eternal duration, that the most desperate battle of the whole campaign took place.

It was the 24th of December, the day before Christmas at home, and the General Commanding the United States Forces had decided that the time had come for our men, even though outnumbered, to retake the offensive. Near Novaliches in the plain stretching towards the foot-hills, the enemy had erected several works, of which the chief was an entirely closed field redoubt, in which were mounted eight field guns and a certain number of automatic machine guns. It was known that the works held at least two regiments of Japanese infantry (some four thousand men) and also the gunners attached to the batteries of field-guns. This position had been established by the Japanese more as a post of observation than as a fighting redoubt, but upon the arrival of the United States fleet it had been remodelled and strengthened so as to convert it into a field position of the very highest strength.

It had been decided to attack the position at nightfall of the twenty-fourth, and seven regiments of United States Regular Infantry were detailed for the work. They were the 1st, 2nd, 8th, 13th, 15th, 16th, and 24th Regiments. The plan was a simple one, throw three regiments at the works holding the other four in reserve and at the critical moment launch the four reserve regiments at the enemy.

All day of the twenty-fourth the guns stormed all along the line. Every Japanese position from Malolos to Perez das Morinas was fiercely bombarded by all our field-guns and every available naval piece, while the battleships and large cruisers steamed close inland and tossed shell after shell into the enemy's lines. The United States troops were assembled behind the line of small forts that had been erected to hold the Japanese

in check, and there, hidden from the enemy's sight, they awaited the signal that would hurl them into the fight. Nightfall came and went, and all that could be seen were the flashes of the guns upon the works and the longer, stronger flashes towards the sea, where the ships were in furious action. At the last moment it had been decided to postpone the attack until after the end of the bombardment, and therefore the troops lay hidden in their shelters waiting for the appointed time.

At nine o'clock the bombardment had almost ceased, and at ten an oppressive silence brooded all along the lines of the combatants. The brave Japanese soldiers left their trenches and, lighting their fires, cooked their frugal meals of rice. The troops were on half rations and the faces of the men were thin and pinched, but their patriotic ardor was still brimming and all were ready to give their lives for the Mikado. We may have hated our foes in the late war, but we could not do otherwise but esteem them and honour them. Brave men met brave men that night at Manila, and gave their lives both for the Rising Sun and the deathless glory of the Stars and Stripes.

At last, at ten fifteen that night, the signal for the attack was given, and silently, quietly, the men moved out of their shelters, formed up into their positions, and at the quick step swung towards the enemy's lines. For a few minutes it seemed as if the enemy's positions would be taken by surprise, when suddenly there came a shout and the sharp crack of a rifle. Then came shouts, curses and muffled screams; then silence. The men of the 13th Infantry had met in the dark with a patrol from the Japanese lines, and the gallant Asiatics had sold their lives dearly and had thus given warning to their countrymen of the approach of the American troops.

But now the Japanese reserves were coming up at a run, and they outnumbered our men two to one. With a loud "Wa-a-a!" they hurled themselves upon them, and a fierce, desperate bayonet contest took place upon the crest of the entrenchments. No shots were fired, only cold steel was used, and inch by inch and foot by foot our men were forced backwards and out of the works. It was at this moment that the order was given for our reserves to go into the fight and in splendid formation they left the shelters and swung forward

to the relief of their comrades. Following them came the band of the 15th Infantry, and as the bullets of the enemy began to fall among our troops the ringing, exultant notes of "Dixie" were heard above the clamor of the fight. In a moment the refrain was taken up by the men, and the soldiers of the United States regular army charged forward to the rythm of the music under which their fathers had fought and died at Gettysburg, Antietem and the Wilderness.

"For Dixie's land I'll take my stand, "I'll live or die for Dixie's land."

They were on the enemy's works and with a last frenzied "Hurrah!" they flung themselves upon the foe. For ten minutes a veritable pandemonium of sound raged about the fighting regiments, then stubbornly, sullenly, the Japanese began to give way. Pressed close by our men, their gradual recoil became more rapid, and soon it became a rout. Turning, they ran down the slight slope to the plain and made their escape in the darkness.

Two companies, however, refused to give way, and these heroes had to be bayonetted to the last man before the works were cleared.

As the sound of battle died away and silence once more reigned upon the hotly disputed position, the band of the 15th came forward and on the cool night air rang the solemn notes of the "Star-Spangled Banner." Somehow it sounded very different there than in the United States. There,

surrounded by the dead and wounded of the two races, it was no longer a patriotic song. No! it was the spirit of our country; half a hymn and half a call to prayer. The victory was ours, and the enemy driven back.

On Christmas Day Admiral E—— received a cable from Washington stating that the scout cruisers "Salem," "Bermingham," and "Chester," also the fleet collier "Erie," having finished their trials, had been ordered to overtake the big transport fleet and accompany it to Manila. At that time no type of ship could have been more welcome to the United States fleet.

The next day a far more disquieting message was received from the squadron of observation of Yokosuka. It read:

"Four new armored cruisers passed through our line in driving snowstorm. Unable to touch them with our guns."

There was but one thing to be done, and Admiral E—— did it at once. Evidently the cruisers were going to attack the convoy from San Francisco, and at all costs the troops must be saved. The squadron was recalled from the coast of Japan and all the armoured cruisers, fourteen in number, were ordered to cruise rapidly back over the course that had been laid down, so as to convoy the troopships in safety to Manila. At eleven o'clock a.m. of December 28th the ships

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left Manila on their journey. It is not too late for us to insist upon the great risk taken in sending our cruisers against the fast and formidable armored cruisers of Japan. Admiral E—— counted with grim necessity and pinned his faith upon the indomitable pluck and splendid gunnery of the American officers and men. But perhaps behind his philosophy lay the proverb: "Needs must when the devil drives." And surely he was driving that day.

CHAPTER VII.

In the Pacific—Surprised by the Enemy—The End of the "Chicago"—The Loss of the "China"—Armoured Cruisers to the Rescue—The "Brooklyn" and "Milwaukee" Sink—The Destroyers—The "Farragut's" Gallant End—The Luck Begins to Turn—First Catch your Bear—Discretion is the Better Part of Valour—Manila at Last—An Article in the "Times"—More Armoured Cruisers for the Navy—Reinforcements Arrive.

It was January 7th, 1908, and the transport fleet from San Francisco, for Manila, was fighting its way through some of the stormiest weather that the North Pacific has ever had to show. Huge waves raced across the tumbling horizon and the grey of the sea was reflected in the dull, leaden grey of the sky. Now and again a blinding rain squall would come blustering against the ships or else a wall of mist and snow would place itself between the van and the rear of the line.

The destroyers in particular were making terrible weather of it. All their hatches were battened tightly down, and but a few men in oilskins were to be seen about the decks, which were constantly swept by tons of driven water. To allow these little craft to keep up with the fleet speed had been slowed down to six knots, and at this dignified rate of progress the big transports lurched and wallowed like so many floating sportive whales. The sun had not been "shot" for three days, and the position of the ships could

only be approximately guessed at, but it was both believed and hoped that the course settled upon with Admiral E—— before the vessels left Honolulu was being closely adhered to.

The formation of the fleet, if formation it could be called, was about as follows. The five big auxiliary cruisers opened the march, while rolling like porpoises under their lee lay the four torpedo boat destroyers. Next came the scattered fleet of transports guarded to port by the "New Orleans" and "Albany," and to starboard by the "Chicago." The convoy was closed by the squat "Wisconsin," her decks always covered with cascading masses of water. At eleven o'clock the weather showed signs of clearing, but a little later it closed down thicker than before.

At half-past twelve it cleared again, and from the deck of the "Chicago" four great vessels, in line, were seen steaming parallel with the fleet. They had graceful, overhanging bows, two pole masts and two funnels, and the flag of the Rising Sun was not needed to tell our almost despairing officers that the ships were Japanese, the four dreaded, matchless cruisers from Nippon. American officers, however, do not give in to a mere show of force, and simultaneously with the discovery of the enemy's ships the call of the breathless bugles rang through the cruiser, "To the guns! Cast loose and provide." Wading through water on the heaving decks, the "Chi-

cago's" people went to their stations, while her wireless operator signalled the other ships of the presence of the enemy. At once the transports withdrew, cowering from close proximity with the foe, while the big auxiliaries, the destroyers, cruisers and battleship closed down at their best speed to the "Chicago's" aid.

But long before they could arrive the end had come to the gallant old ship. Thanks to the mist, the Japanese had been enabled to close to less than three thousand yards, and at this range they opened on the cruiser with their twelve and eight inch guns. Shooting was wild, thanks to the pitching and rolling of both gun platforms and targets, and the "Chicago's" shells blew acres of water into foam without injuring her opponents. Suddenly three big shells struck her, blowing out a great section of her side and exploding half her With a rush the wild seas entered the boilers. and watertight compartments nothing to stop the flow; heeling sharply over, she presented her deck to the waves, which swept the men off by the score, then with a lurch she went to the bottom, the last that was seen of her being the American colors at her main truck. As she foundered a number of men were left struggling in the water, and later in the action an Ensign and five men were rescued, the only survivors of the four hundred and sixty men that sailed from San Francisco in the ship. Thus perished the "Chicago," once the pride of our Navy and the

first large steel ship ever built in the United States. May she rest in peace.

The Japanese Commander did not intend to rest upon his laurels merely because one cruiser had been sent to her account. Swinging his ships to port and raising his speed to seventeen knots, he closed rapidly upon the transports, huddled as they were into a helpless group. Then, when a range of about twelve hundred yards was obtained, the Japanese opened fiercely upon the defenceless ships. A perfect whirlwind of shot fell about and upon the "China," and within a five minutes she sank like a cracked teapot, carrying down her own crew and all the troops aboard of her, two regiments of Oregon Volunteers. Only about twenty survivors were picked up. Several shells had landed aboard some of the other transports, and they too were beginning to heel when the "Wisconsin," with the water piled high on her decks, came into action and opened fire, while the cruisers and auxiliaries opened at varying ranges upon the Japanese.

Luckily, however, a diversion was at hand. The divisions sent from Manila had been steaming along upon a broad course and were very close to the scene of trouble when the message from the "Chicago" was received by their wireless operators. The division comprising the three Charlestons and the "Brooklyn," was the nearest one to the action, and by the time that the "Wisconsin" had opened fire upon the Japanese

these four ships, in column, closed in to the attack, hoping to make up by the intensity of their fire their pitiable inferiority in speed, protection and big guns. The driving rain squalls obliged the officers to bring their ships to the very closest range (1,400 yards), and there, with seas sweeping their decks, the desperate action was fought. Help was not far off for both, the other divisions were closing towards the battle, but in the meanwhile the weak cruisers were obliged to fight the action out. The "Wisconsin" could not and her consorts dared not take their part in the fight, and they could only assist as horrified spectators of the grim tragedy that was being enacted just out of range of their guns.

The fight began with a rush of shells from both squadrons, but the most powerful guns in action on the American side were the six-inch of the three "Charlestons," the eight-inchers carried by the "Brooklyn" being antiquated and inferior The Japanese, however, answered this fire with a perfect hail of twelve and eight inch projectiles, and, although the rolling and pitching of the ships disconcerted the aim of the gunners, at least fifty per cent. of the enemy's shell came aboard of our vessels. Profiting by their superior speed and sea-keeping qualities, the Japanese cruisers headed off the American line and concentrated their fire on the unfortunate "Brooklyn," and her next astern, the "Milwaukee." desperation the Americans discharged their

torpedoes at the enemy, but all these miscarried, thanks to the tremendous sea.

For twenty minutes our plucky bluejackets stuck to their guns as the ships butted ahead against the waves. Then came the end. Both of our leading ships swerved from the line and stopped, while the "Charleston" and "St. Louis" turned and raced back towards the fleet, pitching on the water eight thousand yards away. By international the flagship "Ibuki" signalled demanding the surrender of the "Brooklyn" and "Milwaukee," but our men answered as the "Cumberland's" men answered so many years ago. Piling ammunition about the guns so as not to be silenced by the flooding of the magazines, they answered the enemy shot for shot.

Slowly the "Brooklyn" settled in the water, and terrible scenes took place upon her decks. The wounded were brought up from the sick bay and laid near the funnels. An attempt was made to lower a boat to leeward and put some of the wounded in it, but in a twinkling the frail craft was crushed to pieces against the steel sides of the ship. The cold was bitter and the sufferings of the injured were horrible, their blood fairly congealing as it ran. To save these poor people from the horrors of drowning, hospital stewards went from man to man with chloroform masks. To these, at least, death was merciful. Once more the "Ibuki" signalled offering to take off the crew before the vessel foundered, and this time the

defiant words of Morris of the "Cumberland" were hoisted to the halyards. "Never! We will sink alongside." Lower sank the "Brooklyn," and gun after gun was silenced by the rising water. Then she rolled sharply over, righted, and with a last shot from her forward turret which dismounted a gun on the "Ibuki," she disappeared under a big mother-wave, which tucked her under its wing.

Six hundred yards off, the "Milwaukee" also was dying a heroic death. Her men, inspired by the "Brooklyn's" example, fought their guns to the very end. The ship, her stern submerged, raised her bow high out of the water and began to settle slowly on end. Lower and lower she sank as compartment after compartment gave way under the unforeseen pressure, and at last with a muffled roar of escaping air she sank to the bottom of the sea.

Hardly had the "Milwaukee" disappeared when, with a common consent, the four Japanese ships closed in to try and save the few survivors struggling in the water and keeping afloat by the aid of lifebelts and fragments of wood. Steaming right in among the swimmers the big cruisers stopped, and dozens of brave Japanese tied light ropes about their shoulders, and springing into the water grasped an American in their arms and were hauled back by their comrades. Some few were crushed against the sides of their ships, and died like heroes trying to save life. Thanks to the

efforts of these gallant men sixty of the "Brooklyn's" and seventy-two of the "Milwaukee's" men were saved, thawed out and sent below the armored decks to the safest places the Japanese had to offer them. Then, once more taking up their column formation, the Japanese cruisers steamed towards the transports and their courageous convoys, determined to send them to the bottom. The fleet had taken up some sort of formation, the transports behind and the warships lying before them determined to be sunk before allowing their charges to be attacked.

Without paying the least attention to the heavy fire that was directed against them, the Japanese attempted to circumnavigate the head of the American line, the "Wisconsin," and thus getting right among the transports, send numbers of them to the bottom. Three thirteen inch shells from the "Wisconsin" came aboard of the "Ikoma," "Tsukuba," and "Ibuki," during this movement, doing considerable damage, but a moment later our line was turned, and the four vessels were racing towards the transports at such a rate that none of our inferior vessels could hope to overtake them. Coming up to the slow "Sierra," the four Japanese discharged their broadsides at her, and in a moment she went down with every soul on board, some fifteen hundred men.

But now a new foe confronted the Japanese ships. Our destroyer flotilla, consisting of the "Paul Jones," "Preble," "Goldsborough," and

"Farragut," left the protecting sides of the big liners and at the best speed they could make in the heavy sea (some twenty-five knots) rushed at the ships of the enemy. Hidden by the mountains of grey water, rolling into the valleys between the seas, the torpedo craft were far too mobile targets to be easily struck by their tossing quarry, and thus they arrived unharmed to within five hundred yards of their prey. One after another the "Paul Jones," "Goldsborough," and "Preble" discharged their torpedoes and, turning sharply, made off into the mist. The "Farragut," however, waited to watch the effect of the fire, and seeing that all the torpedoes discharged had missed, she ran to within a biscuit throw of the "Kurama," the second in the Japanese line. There, under a hail of fire from the machine guns, she discharged her two torpedoes and—went to the bottom with all on board. But her blow had told. In quick succession came two muffled, knocking strokes. Two columns of water sprang into the air and the "Kurama" left her place in the line and lay a rolling, plunging hulk on the waters. torpedo had struck her abreast the forward turret, blowing in a compartment, flooding the magazine and throwing the turret out of alignment. The other exploded against the rudder, blowing it to pieces and jamming both the screws. The ship, thus rendered absolutely helpless, lay like a log upon the sea, an impediment to the fleet.

While her consorts were gathered round her, the

"Wisconsin" once more came upon the scene, supported by the "Charleston" and "St. Louis," and commenced a long range shelling of the Japanese that proved most galling to them. The "Ibuki" made three attempts to take the "Kurama" in tow, while the other two vessels answered the American fire.

With the heavy sea that was running, all attempts at towing were vain, the lines parting as soon as they were made fast. A fourth attempt was just about to be made when hurried signals from the bridge warned the bluejackets to desist and return to their guns, and in a moment it became evident that the Japanese must now assume a defensive fight. Our two other divisions had arrived to take their part in the contest. On the port beam of the Japanese lay the four "Washingtons," to starboard were four "Marylands," while in front of them lay the "South Dakota" and "California." Retreat to the rear was also impossible because of the presence of the light cruisers, stiffened by the "Wisconsin." This time it seemed as if it were the Japanese who were caught in a trap, the lock of which might prove too hard to pick.

But the Americans, even though they had surrounded a bear with a wounded paw, were still in the position of the hunter who gave a receipt for bear pie. "First catch your bear!" In this particular case they were dealing with a bear who could cast off one paw and proceed quite as well

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without it. And this is just what the bear (alias the Japanese Admiral) proceeded to do. Leaving the "Kurama" to her fate, the Admiral came more formed his fleet into column and, with the "Ibuki" leading, made at full speed for the weakest part of the American lines, the point where only two armored cruisers blocked his way to the open.

Much surprise has been expressed of late at the failure of our destroyers to make another attack upon the Japanese. But only one fact need be cited in their defense. It was quite impossible to get any more torpedoes on deck to reload the tubes, for to open the hatches would have exposed these frail craft to being flooded and sunk by the seas that were constantly sweeping their decks. It would therefore have been rank foolishness to have the vessels destroyed without serving some useful purpose.

The Japanese vessels began to suffer severely when they ran the gauntlet of our entire fleet. The ten-inch guns of the "Washingtons" were weapons capable of penetrating their belt and deck armor, and as these guns were handled by veteran gunners of the battle of Malacca Strait, misses began to be of startling infrequency. The Japs answered shot for shot, and their shells did considerable damage to the weakly armored vessels opposed to them. Closing rapidly upon the "California" and "South Dakota," the Japanese entirely ceased their fire upon the other vessels

and concentrated their entire energies upon these two cruisers. Strange to say, only the "South Dakota" suffered from this fire. As to the "California," the enemy's hits on her were chiefly misses. As soon as the last cruiser, the "Tsukuba," reached the end of the American line, her Captain, thinking his ship in safety, turned to give a coup de grace to the "South Dakota." The idea was an unfortunate one. "Washington" was rushing through the water in a vain attempt to overtake the fleet Jap cruisers and this tarrying on the part of the "Tsukuba" was just what the American gunners wanted. Ten inch shells went hurtling through the air, and twelve inch projectiles were despatched in answer to them. But this time the luck was with the gun-pointers, and before American "Tsukuba's" men quite realized their danger, a ten-inch shell penetrated her belt and armored deck, and sent hundreds of fragments in all directions, disabling half the boilers in the ship. As the rest of our fleet was now closing rapidly down, the "Ikoma" and "Ibuki," judging discretion the better part of valor, made off at their best speed and were soon lost sight of in the falling shades of the night.

Leaving the "Kurama" and "Tsukuba" to work out their own salvations, our ships began to "take stock of themselves." Divisions were reformed and injured vessels looked to. At seven p.m. it became evident that the "South Dacota"

could not live through the night. Few shells had struck her upper works, but many hits had been made upon her unarmored bottom as she rolled: and, as she lay dangerously low, and as the water was rising slowly but surely in the engine and boiler rooms despite the efforts of the pumps, her Captain signalled that his ship was sinking and asked the fleet for help. It seemed quite impossible for any boat to live in the heavy seas, and the Admiral signalled as much to the "South Dakota." For a while her people struggled in silence with fate, but at last in despair they once more signalled for help. There was no resisting this appeal, and the "Harvard" ran as close as was safe to the doomed cruiser and, after great efforts, got her boats out and away. "Dakota's" men swung out her boat booms and crawling out on these they dropped one by one into the boats as these jumped and plunged below the booms. The wounded were transferred by means of slings, and by nine-forty the last man had left the sinking ship. Rolling and pitching heavily, the "South Dakota" stood sharply out under the relentless glare of the searchlights of the fleet. last, a little before ten, she was seen to settle more deeply into the water, and a moment later she went to the bottom with a rush.

All night long our ships lay upon the scene of action, and at daylight the men looked eagerly for signs of the Japanese vessels damaged the night before. There they lay, some ten thousand yards

apart and both flying signals of distress. night's struggle with the elements had cooled the patriotic ardor of the crews, and all that they now asked was, not to go down with their ships, but merely to be removed from them. American prize crews were sent aboard at great risk, and preparations were made for taking the vessels in tow. It soon became evident to the prize crew of the "Tsukuba" that the vessel was bound to founder within a short space of time. She had been terribly injured by our fire, and it was a miracle how she had ever lived through the night. As the sea had gone down, less difficulty was experienced in removing her men than those who had manned the "Dakota," and about an hour later the cruiser gave a heavy lurch and went to her account. As for the "Kurama," after several heart-breaking failures, she was finally taken in tow, and the fleet having suffered a forced delay of nearly thirty hours once more resumed its course to Manila.

The men were no longer light-hearted and confident; sorrow was on every face, for the gallant ships and the brave men that had given their lives to the flag. Four cruisers, two transports, a destroyer and five thousand nine hundred and sixty-seven men were left, sleeping the eternal sleep under the heaving waters of the Pacific Ocean, the witness of so many tragedies that had silenced so many gallant hearts. It was poor consolation to look at the crippled cruiser that was

tugging at her tow-line behind the "Yale," and to think that her consort had joined our departed ships upon the fine white sand of the sea bottom. What was evident above all things was the fact that we had suffered a defeat. Not a stunning one, it is true, but still a disaster by which nearly as many Americans had lost their lives as the combined losses of both American and Japanese in the battle of Malacca Strait.

Not till January nineteenth did the transports finally reach Manila, where they were received with an odd mixture of sorrow and of joy. Once more the fleet was reinforced by new ships, and the army by fresh soldiers; but back of the joy of the men in their added strength lay their sorrow for the brave comrades who could not take part in the victory that all felt would in the end be ours.

Great preparations were now made for an offensive campaign against the Japanese troops in the Islands. Our troops were divided into two Army Corps of a total strength of some fifty-three thousand men. It was estimated that of the sixty thousand odd men that had originally been landed by the Japanese, at least eight thousand had been accounted for in various ways, thus bringing their forces to an equality with ours. They labored, however, under the disadvantage of being in a now thoroughly hostile country. This was entirely due to their overbearing ways with the Philippinos, who, from liberators, had come to regard the Japanese as foes, and armed with rifles procured

from the garrison of Manila, they hung in clouds about the flanks of the Japanese divisions, inflicting damage and picking off men at all hours of the day and night.

The preparations for the American offensive continued till January thirty-first. It was decided that on the first of February the march forward would begin.

The news of our disaster in the Pacific made a very painful impression in the United States. After the first feeling of horror which swept over the country had subsided, thinking men began to ask how such a disaster could have come about. As is always the case in a country like our own, many men who had never been to sea and who had never heard anything more martial than a fire cracker explode, proceeded to air their opinions about the catastrophe. Thanks to the efforts of these worthy gentlemen, the public was completely dazed by the tremendous quantity of theories in circulation. The only men who could satisfactorily explain the trouble were busy with their ships at sea or at the front, and the general staff in Washington were not in a position to find the time to explain the true facts of the case.

It was at this juncture that an article appeared in the "London Times" over the signature of one of England's greatest admirals. The lesson taught us by this officer is one that, let us hope, we will not soon forget. He pointed out to us the real cause of the failure of our "mighty cruisers,"

and the way by which in the future such disaster might be avoided before they became possible. In résumé, the article was as follows. We remind the reader of it so that hereafter, should the occasion ever arise, he may see for himself the faults to which our Navy is likely to be exposed.

"The United States have improperly realized the actual necessities connected with warship building, and particularly with the construction of armored cruisers. Since the construction of their first armored cruiser, the "New York," to the completion of their latest one, the "Montana," the speed has increased but by a single knot, although the size has almost doubled. armament also has not increased in proportion to the size of the ship, while the protection has remained stationary. Their ships have been replies to the efforts of foreign powers, rather than innovations demanding replies. Their latest ships, the "Montanas," are slower but stronger replies to the British "Drake" class. 'Black Princes' are their equals, while the 'Natal' and 'Shannon' classes (no more recent than the 'Montanas'-less so, in fact) are openly and frankly their superiors in every way except the faculty of being floating hotels. Is it, therefore, to be considered as a surprise that when the Japanese designed their "Tsukuba" class, they should have attempted to make them even more powerful than their prototypes the 'Shannons'? "If now, we consider the American 'Maryland'

class, we find they are replies to the British (later) "County" class ships and superior to them in most respects. The "Drakes," in fact, were answers to these ships. They were not powerful enough, however, to face the twelve-inch guns of the 'Tsukubas,' and this explains the foundering of the 'South Dakota' in action. Of the 'Milwaukee' class there is but little to say. They are large, roomy, undergunned, undermanned compromises, comfortable and accurately named the 'Waldorf-Astorias' of the service. The lost 'Brooklyn' was their superior in every point but for the existence of her antiquated eight-inch guns.

"Having thus reviewed American construction as compared with that of Britain and Japan, it is but fair to indicate the possible remedy for the present state of affairs. To begin with, it does not seem necessary to mount, as we and the Japanese mounted, twelve-inch guns aboard armored cruisers, and the ten-inch American gun seems to be a much more rational piece. Why should a vessel with only moderate protection carry weapons of the very greatest power? The system is merely a return to the heresy of the "Lepanto" and the "Italia." In the action between the Japanese and American cruisers in the Pacific, the American vessels lost were sunk by the fire of twelve-inch guns: but the only Japanese vessel destroyed fell victim to the ten-inch American shells."

This lesson has been carefully pondered over by

our constructional corps, and the result is the fine series of vessels that have lately been authorised and laid down. They are six in number, and are named after the famous frigates that were once the terrors of the sea: "Constitution," "United States," "Constellation," "Essex," "Congress," and "Cumberland." They are of 18,000 tons, 35,000 horse power, and are armed with eight ten-inch guns arranged as in the "Michigan," and with twenty five-inch rapid firers. seven-inch belts and heavy decks are sufficient for the work for which they are designed. same time a bill was passed authorising the construction of three more vessels of the "Delaware" class, of which two had been authorised early in 1907. They were to be called "Delaware," "New York State," "North Dakota," "New Mexico," and "Arizona." The Navy League of the United States was having its innings at last.

We left the transport squadron from the Atlantic Coast ploughing its way through the waters of the South Atlantic. We shall rapidly sketch its course to the front. Twelve days out it was overtaken by the new scouts, "Salem," "Birmingham," and "Chester," accompanied by the collier "Erie," and the whole fleet then proceeded in company. On January eighteenth it was at Bahia and on the thirty-first Montevideo was reached. On February fifteenth Desolation Island, in the Pacific, was made, and here, O wonder of wonders!

lay the Chilian cruiser, "Ministro Zenteno," not to preserve the neutrality of the place but to deliver despatches from the United States Government to the Rear-Admiral Commanding the fleet. will see later how this marvel came about.) orders received directed that the United States fleet was now to be divided into two parts. The first was to consist of eighteen transports and the "Erie," convoyed by the "New Hampshire," "Idaho," "Mississippi," and the three scouts. It was directed to proceed at fifteen knots. The second fleet was to consist of the remainder of the transports (eight) and the colliers. convoyed by the "Alabama," "Illinois," "New York," and the four cruisers of the "Denver" class, and was to proceed at the same dignified pace that it had maintained down the Atlantic coast. The first squadron reached Auckland on March third, and on March fifteenth it reached Manila, amidst the saluting of many guns. Our fleet in Pacific waters (including ships still on the way out) now consisted of twenty-two battleships, thirteen armored cruisers, three coast defence vessels, eleven cruisers, nine auxiliary cruisers, eight destroyers and about twenty gunboats.

During the two months that elapsed between the arrival of the transports from San Francisco and that of the first division from the Atlantic coast, neither our fleets nor our troops were idle. Either the first or the second squadron was always kept cruising in or near Japanese waters, and to the battleships were always joined a squadron of armored cruisers. This force had the effect of rendering Japanese commerce risky and of preventing their battle fleet from venturing far to sea.

Four times did raids of this kind take place between the beginning of the year and March seventeenth, and each time prizes were taken and sunk and the Japanese inter-island traffic demoralized. Twice the enemy's fleet came out in pursuit of our ships, but each time they were rapidly outdistanced. When the fresh ships arrived at Cavite the whole fleet was there to welcome them, for two divisions had returned from Japanese waters only the day before.

Preparations were now begun for a Naval campaign against Japan, and were rapidly pushed forward. The "Wisconsin" and "Sagami," of the Fifth Division, and the "Charleston," "St. Louis," and "Olympia," of the Eighth Division, were despatched towards New Zealand to meet the fleet that was en route and take their places with the other ships of their respective divisions. This was done in order to put this fleet in a position to resist a Japanese attack such as had been fatal to the ships from San Francisco.

The scouts were despatched to the Japanese coast to observe possible movements of the enemy. They were supported in this work by the fourth, thirteenth, and sixth squadrons with colliers. The first, second, third, seventh, ninth, tenth, eleventh, and sixteenth squadrons were held at Cavite, ready

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for whatever might befall. The spare guns sent out from home were used to re-arm the "Kansas" and "Kashima" (both of which had been very thoroughly repaired), while all kinds of Naval and Military stores were prepared. Gunboats were also sent to all the Islands to relieve the companies of scouts who had been isolated for so many months, and replace them by fresh troops from Manila. It was found that but little trouble with the natives had been experienced, although the enemy had made many landings among the islands in order to attempt to "stir up" the inhabitants.

CHAPTER VIII.

A Japanese Move—An American Defeat—United States Gunboats
Sunk—The Transports Arrive—The Turning Movement—The
Japanese Withdraw—Preparing to Attack—A Flag of Truce
—The Japanese Surrender—April Fool—The "Oregon's"
Voyage—Our Atlantic Fleet—A Little Strategy—An
Expedition to Japan—In the Yellow Sea.

After the desperate night action that took place near Novaliches in December, 1907, the General Commanding the Japanese Forces decided that it was necessary to withdraw from the neighbourhood of Manila and take up some strong position in the interior of the island where a desperate defence could be made. Leaving a brigade to occupy his trenches, on January 8th he marched the greater part of his command, with its ammunition, wagons other impedimenta in а north-westerly direction over the foothills till he came to the villages of Norzagaray and Anga, about twenty miles from Manila. Here his army hurriedly intrenched itself, while the brigade which had been left upon its original lines was withdrawn and sent to occupy the town of Balinag to the eastward. Under this arrangement the Japanese resembled a crescent whose horns rested on Balinag and Norzagaray, while its centre occupied the plain near Anga. One flank of the army rested upon a swamp, the other on the foothills. Thanks to the suddenness of their move, the Japanese were able to seize a quantity of foodstuffs, which were a godsend to their depleted commissariat.

This sudden move on the part of the Japanese came as a complete surprise to the American Commander at Manila. The only troops opposed to the enemy were some four companies of Philippine scouts, and these were rapidly driven off by the Japanese mountain guns. The next day, the ninth, a reconnaissance in force was made by a strong detachment of regular infantry and cavalry. But so vigorous was the resistance that it could not be driven home. Our men now settled down to hemming the Japanese into this new position. Field works were built, redoubts thrown up, and éverything possible was done to prevent their "breaking out" in a new direction. Parties of army signallers were stationed in the mountains above the enemy to give notice of any suspicious move. The Navy also took its part in this preliminary arrangement. For two shallow draught gunboats steamed up the Rio Grande and pitched shells into the Japanese right wing across the intervening marsh. The position of the two armies at this stage may best be described as that of a cat up a tree and a dog at the foot thereof. One says, "Why don't you come up?" The other answers, "Why don't you come down?"

Between January 10th and 31st the positions did not suffer any alterations. Both parties only seemed anxious to keep their opponents a little busy without bringing on a serious action. Every day saw a skirmish somewhere on the line, and twice the Japanese made unsuccessful attempts to storm the mountain tops, where the signallers held sway. As each top was garrisoned by a company of scouts with machine guns, all these attempts were uniformly repulsed. As has already been said, the armed inhabitants of Luzon were a thorn in the side of the Japanese, for constant "sniping" took place, and no amount of repression could put a stop to it.

On the 1st of February (as has already been mentioned) the march forward was begun, and a determined attempt made to shatter the Japanese. Two divisions of Volunteers stiffened by a brigade of Regulars were to attempt to break the Japanese centre. During the whole of the 2nd a heavy fire was poured upon the enemy's trenches, and this bombardment was continued right through the night, not only field, but also naval guns taking part in the action. Finally, at dawn on the 3rd, the order was given for the assault. Dashing bravely out of the trenches, our splendid fellows, in skirmishing order, sprang gallantly at the enemy. They were formed in three lines, the last in column of sections, and it seemed as if the enemy's trenches would be occupied in an instant, soon as our men were fairly started upon their rush, the Japanese began to shoot, while their hitherto silent artillery opened with shrapnell upon our men.

Struggling desperately forward, the American soldiers reached the trenches, entered them, and drove the defenders out. But this triumph was

With a fierce roar of voices the short-lived. Japanese reserves came into action at the double. A desperate bayonet fight now took place. Our men, outnumbered two to one, were driven back foot by foot by the enemy. Then, giving way all along the line, the survivors of our troops retreated to their trenches, leaving over two-thirds of their number upon the field. That our men had fought gallantly is proven by the following fact. Three volunteer regiments had actually ceased to exist. Not a man had surrendered. From the Colonel to the last bugler, every man was dead. A truce was proclaimed to bury the dead and take up the wounded, and the United States troops once more retired to their lines.

The Japanese were no longer strong enough to re-assume the offensive after their victory of the 3rd. But they did despatch a regiment with several 6-inch Howitzers to Candaba on the Rio Grande. The position was fortified, and great was the astonishment of the American gunboats, who, on the 16th, came up to bombard the Japanese lines. In less time than it takes to tell they were the centre of a veritable whirlwind of shell, and in about ten minutes the "Calamianes," "Callao," and "Panay" were either on the bottom or blazing on the banks, while the survivors of the crews were making racing time down stream in the undamaged boats.

It was becoming rapidly apparent to the Americans that no mean adversaries lay before them, and

a great admiration sprang up among our soldiers for the brave fellows who, with nothing to eat and their clothes in tatters, were fighting so bravely for the Mikado. In fact, the spirit of our men versus the Japanese was very like that of "Tommy" in South Africa in regard to the Boers.

- "Exceptin' all that foreign lot that only joined for spite,
- "For my part I would just as soon respect the man I fight."

Many were the Japanese sentries and outposts who received presents of beef, hard-tack, and cigarettes from our kind-hearted boys in grey-green.

On March 4th news was received that our transports were at Auckland, New Zealand, and preparations were once more made by the army to retake the offensive when these reinforcements had arrived. As a preliminary measure, a mixed brigade was sent into the hills, with orders to work around the enemy's left wing, and, if possible, obtain a commanding position in his rear. By the 8th of March this movement was accomplished to the entire satisfaction of our general staff, and thus, ready to pounce at the propitious moment, our army settled down to a period of impatient waiting that was to culminate in the grand and final attack upon the invaders. Only little outpost actions were fought during these days, for the worn out and starved Japanese were beginning, very unwillingly, to see the end of their tether.

At last, on the 17th of March, the long-looked for

transports arrived, carrying some twenty-five thousand men. They were at once landed, and plans long drawn up were put into operation, with the object of throwing some thirty thousand men at the rear of the Japanese. The plan of operations was a simple one. The troops were ferried up the coast to Subig Bay and landed there. They were provided with twelve days' rations and the ammunition supply was assured by a strong detachment of the famous American "Army mules." The Artillery consisted solely of mountain guns and Colt's automatics, so the transport arrangements were very much simplified. The first part of the operations consisted in marching this force fifty miles over the mountains (a five days' job) to Tariac on the railway. In this position they were almost directly behind the Japanese lines. From here a twenty mile march was made to San Isidro, near the headwater of the Rio Grande, and from this place a night march of ten miles was made, which brought our troops to Massin, almost in touch with the Japanese outposts of the inland observation brigade.

The morning of March 25th, therefore, found the opponents in touch all along the line. Wireless telegraph stations kept all our detachments linked together. The position was as follows: The Japanese front was faced by an impenetrable line of earthworks, and their reserves were strong enough to re-take them should a successful attack be made. Their right wing rested upon a swamp, their left

on the foothills, while at Candaba was a regiment with the siege guns commanding the river. American front was about two thousand vards from the Japanese works, and ran parallel with them. Our right was curled round their left in the hills, while the mixed brigade was still further inland. Our left was rested on the Rio Grande at Calumpit. while a strong mixed force of marines and bluejackets with guns was held ready to march up the stream between the river and the morasse, to attack the enemy at Candaba. As to the force of thirty thousand men operating from Massin, twenty-five thousand men were to attack the main body of the enemy's troops, while five thousand were detailed to co-operate with the Naval Brigade in its assault upon the strong works at Candaba.

The attack was begun upon the right of our line, where a desperate assault was made upon the Japanese positions. Seven thousand men were hurled at the defences of the village of Norzagaray, and at the critical moment the mixed brigade took the enemy in the rear, threatening their retreat. Without waiting for orders, the Japanese forces evacuated the village and fell back upon Anga. The battalion that was left to hold back our attack upon Norzagaray was rapidly decimated, and the survivors were made prisoners by force after having fired off their last cartridge. When our troops attempted to continue their march forward, they were met by such a fierce resistance that their rate of advance was almost checked, and the men

were obliged to throw up field shelters so as to be enabled to hold their positions.

Almost at the same moment that the American right wing began the fight, the left wing took up its share in the operations, supported by a heavy fire from the gun vessels in the river, the Naval Brigade made a brilliant attack upon the works at Candaba. Keeping in open order with the men simply grouped about their officers, the losses were not as heavy as they would have been if close order had been maintained. When within a thousand vards of the place the men took to cover and poured a hot rifle fire upon the defenders. At this moment the five thousand men detailed for the purpose from the corps in the enemy's rear flung themselves forward at the double. Instantly the sailors sprang to their feet and joined in the attack, and in a trice nine thousand men were running a foot race towards the enemy. Mines exploded and hurled dozens into eternity. Shrapnel puffed into fluffy balls over their heads and rained cones of death upon them. Rifles working at their highest speed took dreadful toll of the brave men. But the impulse was given, and in ten minutes the intervening space was covered, the redoubt stormed, and the Stars and Stripes planted firmly upon the parapets become once more American ground.

It is of no use to speak of the slaughter that followed this success. Each individual Japanese fought until he was killed or disabled in spite of the efforts of our men to induce them to surrender.

As soon as the residence at Candaba had come to an end, the soldiers (after an exhausting march) returned to their corps, which was hotly engaged near Massin. As to the sailors, they promptly turned the captured guns upon the distant intrenchments. Their view of the enemy's positions was so bad, however, that it was not until the Engineers sent up a balloon of observation that our fire attained enough accuracy to annoy the enemy.

While these events were taking place upon the right and left wings of our army, the turning corps was making a fierce attack upon the enemy's unfortified rear. They were met by the Japanese reserves, and a desperate engagement took place; the Americans, attacking with the utmost gallantry, and the Japanese holding their lines with the courage born of despair. All through the day the fight continued, and but little advance was made by our men, only about a mile being gained. That night the Japanese Commanders met and discussed the situation. It was decided to withdraw all the troops to Balinag, throw up heavy field works around the town, and hold out to the last.

Great was the surprise of our men when they marched to the attack on the early morning of the 26th to find the intrenchments empty and the birds flown. A grand march forward was at once begun, but when within some four miles of Balinag all our converging columns were brought suddenly up by a perfect tornado of bullets and shrapnel from the enemy's well-posted guns and rifle pits.

Our men at once took to cover behind trees, crops, houses, anything, in fact, that could be relied upon to give some protection, and set about constructing earthworks protected by the field guns, whose "Rafales" greatly reduced the intensity and accuracy of the enemy's fire.

The whole day and night was spent by both armies "going to ground," and then began the ceaseless fighting that brought the Japanese to terms. The 27th, 28th, 29th, and 30th were spent in steadily closing upon the enemy, and some of our trenches were so boldly pushed forward that no Japanese could show his head over a parapet without having it promptly shot off. The enemy fired but little, and it became very evident that their ammunition was rapidly giving out.

It was decided that the morning of the 31st was to witness another desperate attack, and at 6 a.m. the assaulting troops were in their positions waiting for the order to go forward. At 6.20 (ten minutes before the hour fixed a white flag fluttered over the Japanese intrenchments, and a moment later a group of mounted men were seen trotting towards our line with a white handkerchief fluttering from a lance. A troop of the 6th Cavalry trotted out to meet and escort them into the lines. As soon as the flag of truce was seen, orders were given countermanding the assault. Soon the Japanese arrived in our lines, and their officer requested to be led before the American General, which request was at once complied with; and, leaving his escort,

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he was accompanied to Quingua, where the American headquarters were established, and taken before General C---. The Japanese colonel stated the object of his visit. Without cartridges, food, medical comforts for their wounded, the Japanese found themselves obliged to surrender. They therefore begged of the magnanimity of the Americans that they be allowed to communicate with the Mikado via the Hong Kong cable stating their desperate case, and soliciting his permission to yield. They also asked that a truce be declared until the Mikado's answer be received. All these requests were promptly complied with, and a wire was run between the Japanese and United States headquarters in such a manner that the Japanese General was in direct communication with Tokyo. Not only did our men do this for the Japanese, but orders were given that none of their messages be tampered with, and a quantity of medical supplies were sent into their lines to relieve the sufferings of the wounded.

It must have been with mingled feelings that the Japanese army's message was received in Tokyo. It was evident that the surrender of the force was inevitable, for with the command of the sea in American hands no attempt could be made to relieve the troops. There must also, however, have been a feeling of gratitude among the Japanese for the humanity shown by our authorities. Permission was at once accorded for the surrender, and thanks to the good offices of the Belgian Minister

in Tokyo negotiations were entered into with the Washington Government in view of patrolling the entire force, and returning it home, the Japanese Government pledging itself that these men would take no further part in the war unless regularly exchanged.

It was most fitting that the surrender should be accomplished upon the 1st of April. For the men who were to have seized the Philippines were giving themselves up to the troops of the nation that they had meant to humble in the dust. The terms of the surrender were as follows: Hostilities were to cease at once. The Japanese troops to remain in camp at Balinag until the arrival of transports to take them to Japan. Japanese troops to be fed at the expense of the Japanese Government. Hospital stores to be provided by the Americans. Upon the arrival of the transports, the troops were to march to Manila with all the honors of war, and lay down their arms and colours before embarking. Officers were to retain their side arms. Prisoners taken in action before the surrender to be released under the same conditions as the others.

Although the official surrender took place upon April 1st, it was not until the 10th that twenty transport steamers flying the flag of truce arrived at Manila. On the 12th the detachments of Japanese marched into Manila with the honours of war (that is to say with bands playing and flags unfurled), and, laying down their arms, marched aboard the ships. The 12th, 13th, and 14th were occupied in

this manner, and by the morning of the 15th the last of the forty thousand odd survivors of the sixty thousand men that had been landed at Batangas, were put aboard the ships. Before they could sail, however, the Japanese were doomed to a bitter object lesson. Early in the morning the last of the transports from the Atlantic coast made their appearance in the bay, escorted by the fifth and eighth divisions of the fleet. So, before they sailed back to their mother land, the Japanese were able to count a fleet of one hundred and thirty-one American ships, of which thirty-nine were armor clads and eight had begun the war under the haughty colors of the Rising Sun of Japan.

While these stirring events occurred in Asia, events of perhaps even greater importance were taking place in America. Of these, however, we shall speak in their time and place, merely occupying ourselves for the present with some of the smaller incidents directly connected with them. On the 15th of January the battleship "Oregon," at San Francisco, received hurry orders to fill up with coal and make for the Atlantic coast of the United States at her very best speed. As the ship was filled up with coal she lost no time in obeying her orders, and in two hours passed out of the Golden Gate on her way to her destination. first stop was at Callao and the second at Valparaiso, and at both places her officers noted two things. First, that the populations were demonstratively friendly, and secondly, that both Peru

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and Chili had their navies concentrated in businesslike array. Steaming southward, the "Oregon" met the Chilian cruiser "Ministro Zenteno," which reported that the American fleet had just passed through the Strait of Magellan, bound for Asia. No storm was experienced in the Strait, and in due course the battleship arrived at Buenos Ayres, where she coaled. Here also the fleet was concentrated and a hearty reception was extended to the ship. The next stop was at Rio, also for coal, and here the same condition of affairs seemed to prevail: Warlike preparation and cordiality. little contretemps of the previous October seemed to be entirely forgotten. Once more the "Oregon" got out to sea, and after an uneventful voyage of sixty-seven days from 'Frisco, she anchored off Tonkinsville in the sight of the American fleet.

There was, alas! a great difference between our Atlantic fleet in March, 1908, when compared with March, 1907. Now we only had some three battle-ship divisions worthy of the name. The first consisted of the recently reconstructed "Massachusetts," the "Indiana," and the "Oregon." The second was made up of the "Iowa," "Kearsarge," and "Kentucky." As to the third, a few words of explanation are necessary. It will be remembered that, according to Act of Congress, two battleships, the "South Carolina" and the "Michigan" were laid down towards the beginning of October, 1906. These ships, veritable "Dreadnoughts," in the ordinary course of events were to

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be completed in forty-two months, or about five When our Government began to fear serious complications with Japan orders were given to hurry work, so that on the outbreak of war the vessels were some 35 per cent. completed. moment war was declared, orders were given to work upon the ships in three eight-hour shifts per day; that is to say, that eighteen months' work was completed in six months. So great, indeed, was the rapidity of the work upon these two vessels that the middle of March, 1908, found them finished. armed, equipped, manned and ready for their sea trials. They, therefore, formed the third division of the fleet. They should, indeed, have been called the first, for they formed then, and are still to-day, the strongest battle units in our possession. In a few months they will be eclipsed by the "Delawares" and "Alaskas," but till then they will still be our overlords of the sea.

Many of our ships at this period of the war were manned by Naval Reserves, while all our training ships were kept constantly at sea breaking men in for the work. Cadets fresh from Annapolis were thrown into responsible commands, and it speaks well for the training of these young men that no blunders or catastrophes marked this stage of the war. With few exceptions, all the seasoned men were in Asia, although veterans of the battles of Malacca and Honolulu had taken their places among the raw hands on the Atlantic coast. What really brought these hastily enlisted men up to the

grade of the veterans was their "terrible earnestness." This earnestness triumphed over all obstacles, and will ever be an honor to our citizens and our service.

The great question that now puzzled our general staff both at Washington and at Manila was how an attack was to be made upon Japan. It was evident that it was quite impossible to bring Japan to terms by sitting up at Manila and threatening dire vengeance. The Japanese are made of sterner stuff than that. Here, then, was the problem that lay before our strategists. Either an attack must be made upon a Japanese colony or upon Japan herself. What Japanese possession was of sufficient importance to warrant such an attack? Arthur! was the only possible answer. But, then, Port Arthur is impregnable to anything short of long and expensive siege. Therefore, would its capture be sufficient to bring the Japanese to terms? The answer was evidently No! What, therefore, was the most probable method of bringing an end to the war? The only possible answer was, "A successful landing in Japan herself."

The next step was to decide what point in Japan would be the most likely to afford a comparatively easy landing, combined with the faculty of being fortified against the rush of the valiant army corps which would surely be thrown forward to drive the invaders from their soil. It was also a question to know if it would not be advisable to seize some Japanese dockyard and base, and use it as a start-

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ing-point for an offensive campaign. Three points in particular stood out as objectives of such an enterprise. They were: Yokosuka, in the bay of Tokyo, Kuré in the Province of Aki, and Sassebo near Nagasaki. There were certainly other points worthy of consideration, such as Takeshiki, in the Tsu-Shima Islands, and Kobé, also upon the Inland Sea.

Among the problems that confronted our officers were not only the comparatively easy ones of landing troops upon Japanese soil, but also that of keeping them there, reinforcing them, feeding them, and, if it became necessary, withdrawing them with the least possible loss. Another problem was that of destroying the surviving Japanese squadrons so as to render the seas safe to lightly convoyed transports. All these questions had to be considered, weighed, and pondered over, for our country could not afford to suffer even from a slight mistake.

As we have already seen, ninety-three thousand men had been shipped to Manila from the United States. Of the twenty-two thousand men in Manila at the beginning of the siege some five thousand had been disabled during the operations. Thus only a total of 110,000 men were left. Of these, again, a wastage of 10 per cent. had taken place from various causes, including the late operations and the disaster in the Pacific, and as a garrison of about ten thousand men had to be left in Manila, we find that ninety-thousand men were all the

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troops available for an expedition. To remedy this state of things, fifty thousand volunteers had been shipped from San Francisco to Honolulu in small coasting vessels, thus bringing them seven days nearer to the scene of hostilities. Nearer than this it was impossible to bring them without the aid of the transports at Manila, and these were not available for two reasons. Firstly, because they could not be exposed to another rush from the two remaining big Japanese cruisers. Secondly, because they would be needed to land men, guns, and stores upon the point selected for the American offensive.

As all the transports were now concentrated at Manila, arrangements were made for embarking an expeditionary corps. Everything possible was provided for, and it was certainly one of the finest organisations ever set afloat under the American flag. Nearly all the men were veterans of the siege or of the subsequent campaign, and fifty thousand of them belonged to our peerless regular army. Of the thirty batteries of field guns, fifteen were also regulars, and ten regiments of our crack regular cavalry formed a part of the expedition. had been some opposition at first to the introduction of cavalry into this force. The opponents of the measure declaring that cavalry would be of no use in a field force destined to operate behind a line of forts, and to act as garrison to a series of redoubts and field works. The answer of the cavalry men was, however, short, sweet, and very much to

the point, for it consisted in a quotation from "The Lesson":

"We have spent two hundred million pounds to prove the fact once more

"That horses are quicker than men afoot, since two and two make four,

"And horses have four legs, and men have two legs, and two into four goes twice,

"And nothing over except our lesson—and very cheap at the price!"

The staff pondered for a while over this poetic outburst, and—ordered the cavalry to prepare for active service abroad.

Only a few days were required to prepare the expeditionary force for the coming campaign. And in the meanwhile the Navy was also making active preparations for the struggle. The four auxiliary vessels of the fourteenth squadron were at once loaded up with all the marines in the fleet, some five thousand men commanded by the Brigadier-General of the Corps, and their addition to the Army of Invasion brought its strength up to 95,000 Navy also despatched a The squadron of observation, with colliers, to the enemy's coasts, with orders to locate, if possible, every hostile squadron and ship. The divisions detached for this purpose were the sixth, seventh, eighth, thirteenth, and fifteenth, 27 vessels in all, and all of such speed that they could outstrip any thing the Japanese had afloat with the exception of our old friends, the "Ikoma" and "Ibuki."

On the 20th of April the cruisers sailed from



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Manila, and proceeding at 18 knots, were in sight of the Japanese coast four days later. Here the squadron broke up. A light division was assigned to every armored one, and a thorough search begun to locate the Japanese ships. All the harbors were carefully examined, and inter-island commerce was driven from the Inland Sea. On the night of April 29th the scout "Chester," operating alone off Nagasaki, saw the Japanese third and fourth squadrons slip to sea. Following them up until they entered the Yellow Sea, the "Chester" turned and raced back to Van Diemens Strait, where the whole fleet was to rendezvous, and reported the occurrence. The measures required by the situation were at once taken. The sixth and seventh squadrons sailed to scour the Yellow Sea. The eighth, tenth, and thirteenth continued their work of observation, and the fifteenth returned full speed towards Manila to take its part in guarding the expedition that was now upon its way to astonish the world and humble Japanese pride.

CHAPTER IX.

Events in America—Germany Interferes—The Great Alliance— The Council of Safety—South America's Fleet—Where Germans Show Their National Traits—The "Newark" Intervenes—A German Defeat—Germany Declares War— How England Understands Her Obligations—Off Port Arthur—The Battle of the Fog—An American Victory.

While the war with Japan was being pushed with energy in the East, events in the West were beginning to assume such a form as to give grave cause for anxiety to our statesmen in Washington. It will be recalled that at the outbreak of the war with Japan, at the period when it was feared that England would be obliged to side with her ally and our foe, Germany was prepared to take our side in the struggle and to support our cause even by force of arms. This attitude, it is needless to say, was dictated not by love or friendship for ourselves, but merely by hatred of England, and when an arrangement was arrived at whereby England would not be involved in the struggle, Germany's attitude passed from one of cordial sympathy to one of merely correct neutrality. As the war wore on, Germany's attitude became more and more for-Open sympathy with Japan would not have coincided with the Kaiser's oft-expressed ideas concerning the Yellow Peril, but every effort was made to give practical, though inconspicuous comfort to our enemies.

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Germany's first opportunity came at the time of our rather cynical violation of Brazilian neutrality at Rio. A message of sympathy and moral support was addressed to the President of the Brazilian Republic by the German Emperor of telegraphic fame. Which message, be it added, was coolly ignored. At the same time a vigorous protest was lodged Washington by the at German The result of this attitude was not Ambassador. however, exactly what the Germans expected. Brazil's attitude remained both firm and dignified. while the newspapers intimated that Brazil was still quite capable of managing her own affairs, and that any interference in her conduct of them would be considered as an unfriendly act. Our answer, though less dignified, was even more to the point. It was an emphatic intimation that Germany would be thanked to attend to her own affairs.

For the time Germany swallowed the affront, but it became more and more evident that the first convenient occasion would be used to converse more upon the subject. It was not till the close of November, 1907, that this occasion arose. A certain Carl Müller, a German blackleg, was arrested at Rio upon a charge of blackmail, and after trial he was condemned to a year of jail. Germany at once protested in no measured terms at this "violation of the sacred rights of citizenship," and threatened dire vengeance if the innocent Carl were not immediately set at liberty. Brazil replied that the man had been proven guilty under the laws of

the land, and that he must certainly serve his sentence.

Fanned by newspaper "hot air," Germany worked herself up into a towering rage. The watchword was "Vorwärts," and a fleet was rapidly prepared for service in South American waters. At this juncture the United States interfered by calling Germany's attention to the fact that the Monroe doctrine was still an existant fact, and that it would therefore be advisable if Germany allowed the matter to drop. To everybody's astonishment Germany accepted this rather broad hint in a most docile manner, and the punitive squadron was not allowed to sail.

During the early part of December very alarming reports were received at the State Department in Washington from our secret agents abroad. Certain of their reports even went so far as to affirm that preparations were being made on a grand scale in Germany to attack the United States, while their hands were full in the East, and by this means open up the way for a German war of conquest in South America, and particularly in Brazil. last, when practically positive proofs of these preparations and their object were received in Washington, our administration decided that the time had come to act. A Cabinet meeting was called to consider these new conditions, and after a serious debate this startling but now well known and approved course was decided upon. The representatives of all the South American Republics in Washington were called together and a clear statement of the case laid before them. They were informed that, because of the war then raging in the Far East, the United States were no longer in a possition to assure the inviolability of South America from foreign interference, and they were therefore requested to communicate with their respective governments in view of ascertaining their views upon an alliance binding the whole of America to the work of protecting any threatened part.

On January 1st, 1908, the representatives of the following countries met in Washington with plenipotentiary powers to negotiate a binding treaty of a defensive nature, so conceived that in the event of a foreign war all the signatories would be bound to mutual support, while in the event of a dispute between any of the high contracting parties the other powers were authorised to settle the question by arbitration: Argentine Republic, Bolivia, Brazil. Chili. Columbia, Ecuador. Uruguay, and the United States. A council of Continental Safety was appointed consisting of one representative of each contracting power, and this council was to be kept in perpetual session at Washington. The decisions of the Council were to be final in all matters relating to defence or offence. But in deference to the large maritime interests of the United States it was decided that their opinion was to be the deciding one in all matters relating to the command of the sea.

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One of the first acts of the Council of Safety resulted in the order to the "Oregon" calling her to the Atlantic coast; and the second was to order the complete mobilization of all the South American Navies. As all these measures were kept secret until the 1st of April, the before-mentioned surprise of the "Oregon's" officers at the warlike preparations they witnessed can be well understood.

Some people in this country are still smiling at the composition of the mixed fleet which was assembled at Rio about the middle of March, and it is but fair to our allies to show that, far from being a mere collection of old crocks, the fleet was a splendid combination of modern and homogenous ships. We refer the reader to the appendix for the names of the ships and composition of the squadrons; but we must at once give a few details proving the value of this force. The battleships, of course, were nothing more than coast defence ships of but little actual fighting value. But the third, fourth, and fifth squadrons were composed of modern and efficient ships, while the eighth and ninth squadrons were composed of useful little vessels of a type of which there is but one example in our Navy, the "Vesuvius." The ten destroyers also were a force not to be despised. Of course, we make no attempt to deny that a couple of divisions of our battle fleet in the East would have taken the whole collection into camp in forty minutes. But, everything considered, the



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force was one of which South America might well be proud.

On March 17th orders were received directing that the third, fourth, fifth, sixth, and seventh squadrons, accompanied by the destroyers, proceeded at once to Guantanamo, where they would rejoin the battleship squadrons of the United States Atlantic fleet. They arrived on April 1st at their destination after a slow but uneventful trip, and were welcomed with salutes from the ponderous sides of the "South Carolina" and "Michigan," just arrived from New York on their maiden voyage in the service.

On April 3rd an incident of most serious import took place at Greytown (San Juan), Nicaragua. In the port lay the new German cruiser "Wacht," and her captain, accompanied by some of her officers, were on shore, and, we regret to say, drinking heavily—a practice that is not current in the Imperial German Navy. As is always the case with Germans when under the influence of liquor. the officers became extremely offensive, and finally fastened a quarrel upon Mr. Walter Barton, an American artist who was staying in the town. Finally, Korvetten-Kapitan Count von Thiergarten, became so highly incensed at the calm contempt with which the American treated his insults that he drew his sword and slashed at Mr. Barton's left arm, inflicting an ugly wound. Acting in selfdefence, the latter now drew a Navy revolver and shot von Thiergarten dead. In the struggle that followed Mr. Barton, who was an expert shot, killed two and severely wounded three other Germans, but was finally overpowered and bound. In spite of the protests of the Chief of Police, who had no adequate force at his disposal, the German carried the American and his victims to their boat with the avowed intention of hanging him from the "Wacht's" foreyard arm. But, as the Chief of Police, in despair, was about to give up his efforts, the sudden sound of guns saluting called his attention to a white ship steaming up the bay. The United States cruiser "Newark" had arrived upon the scene.

The Chief of Police, Gomez, saw the one chance and took it. Springing into a fast motor launch at the landing, he had driven her full speed to the white cruiser, and, springing up her side without waiting for the formalities dear to his official heart, he stated the case to her commander. In an instant Commander R- had taken his decision. A shot from a six-pounder was sent wailing across the bows of the German boat, and under this pressing summons the launch came to a stop. The "Newark's" best pulling boat was hurried over the side, and, as her armed crew tumbled into her, they heard the bugles on the ship sending out their hurried call, "To the guns; cast loose and provide." Five minutes pulling brought our bluejackets alongside of the German launch, and grimly levelled rifles persuaded the drinksodden gentry that manned her that no trifling would be allowed. Releasing the prisoner, and transferring him to their own boat, the Americans pulled back to the "Newark," and soon had their boat hoisted in. Having thanked the Chief of Police for his vigorous protests and actions, he was sent ashore, but not until our officers had promised future protection for the inhabitants of Greytown.

Without further ceremony the "Newark" once more stood to sea, closely followed by the "Wacht," which appeared to be bent on mischief. Thanks to her wireless installation, the "Newark" reported the incident, and a little later sent a message that the "Kaiserin Augusta" and the "Vineta" had joined the "Wacht," and that it was feared they would attack. A little later an answer was received from the Admiral at Guantanamo: "Southern armored cruisers at Kingston. Have signalled them to go to your assistance; if you are attacked, resist."

"A stern chase is a long chase," says the old sailor proverb, and it was not till 11 o'clock on the morning of the 4th that the "Vineta" got alongside the "Newark." She at once demanded the surrender of the murderer under penalty of being sent to the bottom. The "Newark's" answer was to send a shell into the "Vineta's" bunkers, and in a moment a general action was in progress. The German gunnery was wild; the American cool and accurate; but under the fire of three ships the "Newark" suffered severely, and would doubtless

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have been sunk had not help been at hand. The Chilian cruiser "O'Higgins," faster than her consorts, had left them a score of knots behind, and hearing heavy firing she put on forced draught, cleared for action, and dashed into the fight with all the courage and éclat that the Chilian Navy has inherited from Arturo Pratt, of the brave old "Esmeralda." Engaging the "Vineta," she soon persuaded that craft to fly for her life, and then she turned to the assistance of the "Newark." But assistance was not necessary, her assailants also were all fleeing for their lives. Indeed, such was the accuracy of the German flight that they brought up in the arms of the Argentine cruisers rushing to the conflict, and, considering the odds too great, the heroic Germans promptly hauled down their flags. Two days later, on the 6th, the squadron with its prizes anchored off Guantanamo.

It is hardly necessary to remind the reader of the wild excitement that swept like a wave over Europe and America when the news of this action became known. Germany, without attempting to arrange matters diplomatically, declared war upon the United States on April 6th, and settled down to prepare a fleet that should wipe the squadrons of America off of the Atlantic. In the United States preparations to meet this new danger were made with characteristic calm. The fourth division (monitors) was despatched to Colon to protect the Panama Canal Works. The first, second, third, sixth, and seventh United States divisions and the



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third, fourth, fifth, sixth, and seventh South American Squadrons, with their destroyers, were assembled in Cuban waters, where they could strike north or south with equal ease and rapidity. The fifth United States division, with the destroyers, torpedo boats, and submarines was assembled at New York to act in coast defence. The forts along the coast were all heavily reinforced with militia and volunteers, and mobile field forces were established in each of the coast line states.

Before undertaking the expendition against the United States, Germany delicately "sounded" the various European Governments in order to discover their intentions. All declared their strict neutrality, and the British even went so far as to assure Germany that: "His Majesty's Government would certainly take every step to assure England's adhesion to the common principles of justice and upright conduct." Unluckily for the Kaiser, he did not put the same interpretation upon the message as did the British statesmen. Had he seen the cypher message delivered by the British Ambassador in Washington to our State Department, he would certainly have been the uneasiest man in Europe. The gist of the message was this: "The British nation and Government witness with surprise and disgust the unprovoked assault of Germany upon the United States while the latter's battle fleets are engaged in a foreign war. Without wishing to participate in the

struggle against her former ally, Japan, England is determined to see that the principles of the Monroe Doctrine, principles that assure the integrity and safety of her Canadian and West Indian possessions, shall not be tampered with. It has, therefore, been determined that a heavy British battle fleet shall secretly cross the Atlantic, and, joining the American forces in North American waters, open upon the first hostile squadron that should presume to fire upon the United States flag. On April 15th a cypher cable was received at Washington from England couched in these terms: "Positive secret information received from our agents in Berlin announce that German fleet will attempt to land men upon Long Island and will bombard New York. His Majesty's fleet will follow German vessels as closely as possible while avoiding detection, and will join United States forces in attack upon them." After a century of naval peace, the Navy of England was once more prepared for war. The blade was drawn, and the Lion was about to throw away the scabbard as he sprang to the help of his kinsman, the baldheaded Eagle of the West.

It was on April 20th that the German fleet finally sailed from Wilhelmshaven. It consisted of eleven squadrons composed as follows: Five battleship squadrons, twenty-two ships. Two armored cruiser squadrons, six ships. Four cruiser squadrons, twenty-two ships. This fleet was accompanied by ten huge liners, carrying twenty-five thousand



troops, and packed with war material. It was expected that ten days would be occupied by the voyage.

As the ships passed through the Straits of Dover they exchanged salutes with the British guardships. Then, running down Channel, they passed the Lizard, made Land's End, and entered the Stealthily as cats, four scouts, supported by the mighty "Dreadnaught," slipped out of the Solent, and, using smokeless, hand-picked coal, fastened themselves to the track of the German Armada. Behind them, at some six hours' steam, came nine British squadrons in solid and imposing array. Like a burly policeman following a thief to catch him in the act, the British fleet followed the Germans in their voyage across the sea. The ships were due to reach our coast about April 30th, and therefore there was due time to make all necessary preparations to welcome the coming and, it was hoped, speed the parting guest.

It is a far cry from the North Atlantic to the Yellow Sea, but it is there we must transport ourselves to witness another act of the great play that was being carried on simultaneously in such different quarters of the world. It was on April 30th that our squadrons set out in chase of the Japanese armored cruisers. It was surmised that these latter were probably making for Port Arthur, and upon this supposition our ships started for that famous stronghold.

Early on the morning of May 1st a little coasting

steamer from Port Arthur for Chefoo was encountered, and from her captain it was learned that the Japanese armored cruisers had come in the night before. The weather was murky and foggy, and thanks to this condition of the atmosphere our ships ran very close without being discovered, and lay to off the port. At three in the afternoon the sound of engines was heard to landwards, and a little later the fog lifted slightly, and through it could be discerned the shadowy outlines of the Japanese ships. Our vessels at once took up a parallel course with the enemy, and both fleets steamed in the direction of the Elliot Islands. A few moments later the Japanese discovered the Americans, and then the fog closed down once more.

The American Commander was a man of action, energy, and resource, and he rightly conjectured that, as his appearance was a complete surprise to the Japanese, the moment had come to carry on the advantage thus gained. By wireless telephone he instructed the captains of the Seventh Division to close with the enemy and As to the sixth use the ram and torpedo. division, it was instructed to keep out of the fight and only close in should the fog lift. It was under these certainly abnormal conditions and upon a dangerous coast that the action was engaged. In the thick fog it would be almost, if not quite, impossible to tell friend from foe, but it was rapidly agreed that each of our ships should keep her whistle blowing in short blasts at five seconds intervals, thus furnishing some slight clue to position. As there were no four-funnelled ships with the enemy, it was quite safe to ram or torpedo anything having less than that number of smokepipes, all the Americans having four-funnelled ships. Having thus taken every possible precaution to prevent mistakes, our sleek grey cruisers closed in.

It is difficult to imagine a stranger or more fantastic battle in all the history of naval warfare than that desperate, hurly-burly battle in the fog. To the historian it will always bear the name of the battle of May 1st. But to the lover of the varied pictures of naval life it will always be known as the battle of the fog. It was a queer sensation for our officers and men standing at their quarters to go rushing through the swirling wisps of mist with the positive knowledge that but a thousand yards off stood other men who, with strained eyes, were watching for them. The Japanese Admiral was not a man to be caught unawares by his opponent, and the moment the fog had closed down again he had headed out in the direction of our ships. There were seven Japanese ships to five of ours in the division engaged, but, thanks to the extraordinary conditions, the odds were in our favor rather than in favor of the enemy.

The "West Virginia" was the first of our ships to engage. As she went rushing through the mist a sudden shout came from the look-out forward:

"A ship, dead ahead!" And almost at once the officers on the bridge saw the huge, distorted outline of a vessel with two funnels and a mast between them looming through the fog. moment all stood as if spellbound, then the vellow flash of a gun came through the fog, and at the same instant the engine-room telegraphs on the American cruiser were whirled to "full astern!" A moment of breathless suspense followed, then, rising gently on a wave, the "West Virginia's" ram bit deeply into the "Kasuga's" side, through bunkers, flats, and armored deck, and into the port boiler room. With a rush the water penetrated through the gaping opening, the ship heeled steeply over, and as she righted the fire rooms were flooded, and the boilers exploded with a thunderous report. Then the "West Virginia," gathering sternway, backed out of the breach, and the "Kasuga," breaking in two, foundered amidst the hissing of the air escaping from her compartments. Only half a dozen of her men were saved by clinging to ropes thrown them from the "West Virginia's " side. Hurriedly mats were got out and placed over the rents in the cruiser's bows, and then at reduced speed she closed down to the scene of action, guided by the reports and explosions that denoted the place of the strife.

While the "West Virginia" was thus disposing of the "Kasuga," the "Pennsylvania" was having a very exciting time of it also. The first intimation she had of the immediate presence of the

enemy was the reception of a pointblank broadside from the heavy guns of a hostile ship (the "Ibuki.") Staggering under the frightful impact of these masses of explosives, the "Pennsylvania" retorted with two torpedoes in quick succession, both of which were heard to explode. swinging to port, the ship charged in the direction from which her opponent's shells appeared to come. In an instant she was upon her, and the Americans ram crashed into the side of the Japanese ship. At the same moment a three-funnelled shadow crossed the "Pennsylvania's" stern and opened a heavy fire upon her. Without hesitation Captain P-rang for full speed astern, and before his opponents could fully grasp his intention he had backed his ship full into the astonished Jap, making a nasty rent below his forward turret and raking every gun out of his starboard gun ports. Then, before the dumbfounded Asiatics had time to discharge a torpedo, the wounded "Pennsylvania" disappeared in the fog, leaving the "Ibuki" a disabled wreck, with three rents and smashed engines, and the "Yakumo" with an irate captain, two flooded compartments, and not a serviceable gun in her starboard battery. Seeing that his ship was making water rapidly, Captain P--- backed the vessel towards the coast, and was fortunate in stranding her upon a "soft" stretch of beach before she foundered.

We are obliged to follow the exploits of every individual ship in this most remarkable fight, as a

coherent narrative would be quite impossible because of the nature of the action. The next vessel to claim our attention is the "Maryland." Several minutes behind the two leading ships, her first intimation that the battle was engaged was from the sudden outburst of firing. A moment later a threefunnelled vessel loomed through the fog, and was promptly identified as the "Azuma," thanks to the peculiar position of her after-funnel. Torpedoes were discharged without effect by both ships, and a desperate, point-blank broadside to broadside action was immediately engaged. So close indeed were the combatants that the gun-pointers, not realizing the shortened range, sent many of their shells over their opponents' decks, instead of hitting them along the hull and waterline. fierce action lasted for sixteen minutes. end of that time a thicker veil of mist blew between the ships, masking them from each other, and when it cleared the "Azuma" was nowhere to be found. She had slipped away in the mist, and with her leads going was attempting to "feel" her way back to the entrance of the harbor of Port Arthur.

The "Colorado," meanwhile, was having what one of the gunners afterwards described as "the very divil of a fight." Her first rush carried her fairly in between the "Idzumo" and "Iwate," and, seizing the opportunity, the two Japanese vessels attempted to sink her. The action took place at a range not exceeding three hundred yards,

and every shot that was fired hit, and every shot that hit did damage. For eleven minutes the action was furious, and at the end of that time the fog began to lift.

This brings us to the most desperate engagement of this most varied battle, the action between the "Ikoma" and the "California." Coming rapidly through the fog, the "California" attempted to ram. This, however, was cleverly avoided by the Japanese, and these latter, passing under the stern of their opponents, sent in a raking broadside. The retort was a torpedo, which missed, and both ships, swinging seawards, began a murderous broadside fight. The big, 12-inch Japanese shells tore through the "California's" side and generally burst right on the other side of the ship. One did, however, explode in the 14-pounder battery, and every one of the guns on that side of the ship went out of action for good. The 8-inch American shells were quite in their element at this range. They penetrated the 6-inch Japanese armor as if it had been pine planking, and, bursting within, hurled ruin and destruction right and left. It is impossible to say how the action would have ended if the fog had not suddenly begun to lift. In a moment the scene changed from darkness to a pleasant spring afternoon, and the "Ikoma" found herself under the frowning guns of the four great armored cruisers, whose terrible bites she had once before experienced at the battle in the Pacific, and also of her own sister ship, the "Kurama,"

taken in that famous fight. Wheeling sharply, the "Ikoma" started at full speed for Port Arthur, hoping to make the harbor before being disabled by those terrible American shells.

As soon as the Japanese ships could be clearly seen from their flagship, the "Ikoma," it was at once realized by the Admiral that the action was indeed lost, and he signalled for all the ships to make for the Port Arthur entrance. Luckily for the Japanese, the incidents of the battle had favored their being placed considerably nearer the entrance than the Americans, and, taking advantage of this, the "Ikoma," "Yakumo," "Idzumo," "Iwate," and "Azuma" started off in the order named. The "Ikoma," however, fell to the rear so as to cover the retreat with the fire of her 12-inch guns. It was a little after six when the entrance was finally made, and the ships began to file in. The "Azuma," however, was unfortunate. In her fight with the "Maryland" her vitals had been several times penetrated by the American shells, and although Makaroff mats had been spread over the rents in her side, the water continued to enter in such quantities that the pumps were powerless to control its flow, and little by little the boiler rooms were flooded, and to prevent an explosion it became necessary to blow off the steam. Far from surrendering, however, her captain, a hero of the Russian war, hoisted the red flag of defiance to both his mastheads and opened upon our ships. The fight was too unequal to be long continued, and under the hail of our projectiles the "Azuma" began to sink. No thought of surrender passed through the minds of her people. They were made of sterner stuff. Fighting their guns until they became submerged, the gallant fellows upheld the best traditions of Japan, and with a loud "Banzai!" they followed their ship to the bottom. Like the crew of the "Ré d'Italia" at Lissa, the men of the "Azuma" knew how to die.

No attempt could be made by our bluejackets to rescue the crew of the "Azuma" because of the fire of the forts and batteries. They did not, however, fire upon the torpedo boats that put out from the harbor for this purpose. The men of the "Ibuki" made no attempt to follow the example of the "Azuma." They promptly surrendered their disabled ship at the first summons from the "Kurama" and "Washington."

The night of the 1st—2nd was spent off Port Arthur by the entire squadron. Damages were roughly repaired, and after strenuous efforts the "Pennsylvania" was hauled out of her muddy bed and patched up in a most elementary fashion. At dawn it was decided to send the whole seventh division and the captured "Ibuki" back to Manila for repairs, while the sixth division remained off Port Arthur to establish a rigorous blockade of the port. Therefore, the collection of lame ducks got under way, and on the 8th they arrived at Manila, where repair work was at once begun on them.

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The losses in this action were far below what might have been expected from so desperate a fight. Upon the American side two hundred and sixty-three men were killed or wounded. The Japanese loss amounted to some twelve hundred men. But of these seven hundred odd were taken with the "Ibuki."

CHAPTER X.

Off the Japanese Coast—The Last Naval Battle in the East—Another Santiago—Adders in a Basket of Fruit—Bombarding the Forts—A Yankee Trick—A Feint up the Coast—On Japanese Soil—The Real Landing—The Capture of the Redoubts—TROT! GALLOP! CHARGE!—The Armistice—Manhatten Beach.

It was a very anxious Admiral who, on April 25th, gave the order for the fleet to sail from Manila upon its voyage of conquest to Japan. The Washington Government had kept him posted concerning the course of events in Europe, and the last despatch lay open upon his cabin table as he gave the order to get under way. (It will be noticed that no mention was made of probable British "At all costs you must meet the enemy's remaining ships. Having met the enemy, you much detach at least three of your most effective fighting squadrons and send them to our help. . . We are outnumbered three to one. but hope to be able to defend the coast. Do not fail." Everything depends upon you. Truly a nice message to send an Admiral who was about to attack himself a mighty country still defended by a powerful navy.

Accompanied by the huge transport fleet, the divisions sailed towards the north. The voyage was quite uneventful until early on the morning of the 30th, when the three scouts rejoined and re-

ported the movement of the armored cruiser division on Port Arthur. It has been ascertained that the Japanese fleet was now divided in the following manner: The first and second squadrons, battleships, were in Tokyo Bay; as were also the Coast Defence Squadron, a division of destroyers, two torpedo boat divisions, and several submarines. The fifth and sixth squadrons (cruisers) were at Nagasaki, while the 8th Cruiser Squadron was at Kobé. Off each of these ports lay our scouting cruisers prepared to run and report, not fight, in the event of a hostile move. Our entire thirteenth division lay in observation off Tokyo Bay, while as to the other two ports, the "Charleston," "St. Louis" and "New York" lay off Nagasaki, while the "Olympia" and "Aso" blocaded Kobé. None of these ships were sufficient to go into action with their opponents, but as we have before said they were an observing, not a fighting force.

It now behoves us to give some consideration to the motives, plans and facts that were the determining agents in the choice of a landing point. It is quite evident that the invasion of a country having a coast line the length of Japan's is not a particularly difficult feat. By invasion we here mean the strict sense of the word. That is, the actual placing of troops upon foreign territory. We have already touched upon the possible points of effective invasion of Japan. It remains to be seen why and how any particular point was chosen. It has always been known that to promptly kill an'

animal either the heart or the brain is the correct part of attack. The capital of a country is nearly always both heart and brain combined, and it is here that must be given the stroke that is to determine death. History has always carried out this precept. The Romans struck at Carthage. The Vandals struck at Rome. In more modern times Napoleon made Berlin, Vienna, and Moscow his objective points, and in return the Allies attacked Paris. In the war of 1812 the British burned Washington, and in our own civil war Richmond and Washington were the respective goals.

It was therefore natural that it should be finally decided that Tokyo, the heart and brain of the Japanese empire, should be made the object of our attack.

Tokyo lies at the back of the bay that bears its name (sometimes called the Sagam Sea) and on this bay are also two other important towns, commercial Yokohama and the great dockyard of Yokosuka. As was well known by the General Staff the sea defences of these three strategical points are of a most formidable nature, but the land defences are (or were) of a most moderate order. It was therefore evident that if a successful landing could be made and a firm foothold obtained the thin edge of the wedge would be driven into the Japanese defence.

Another worry also was added to the cares of Admiral E.—. The German harbor at Kiaochau had also to be blockaded. In it were the old

German cruisers "Gefion," "Irene" and "Prinzess Wilhelm" (all the others having been withdrawn two months back); the gunboats "Falke," "Iltis," and "Condor," and the river gunboats "Schamien," "Vorwartz," "Tsingtau" and "Vaterland." There was also a destroyer and a couple of torpedo boats in the port. To watch this stronghold of Germany in the Far East the Twelfth Division of cruisers was detached.

It was early on the morning of May 2nd that the first of our ships came into sight of the Japanese mainland. For some hours the scouts in observation off Tokyo Bay had been reporting a movement on the part of the enemy, and at eight o'clock word was received saying that they were preparing for sea. Without losing an instant, the first division was ordered in to the support of the cruisers, while the third division was ordered to support the first. Meanwhile the rest of the fleet was arranged in such a manner as to give the maximum protection to the transports, while the destroyers and scouts were ordered to make a detour and come down upon the bay from the north.

The weather was very squally, and some part of the horizon was continually masked by rain, and sometimes by a haze that almost amounted to fog. By ten o'clock the first division had arrived off the bay, while the big auxiliaries stood to sea and put a respectable distance between themselves and the guns of the Japanese fleet.

It was exactly 10.17 a.m. when the enemy sud-

denly became visible to the expectant gunners upon our ships. They were steaming rapidly southward at about three thousand yards of the coast and some ten thousand vards from our ships. Coming rapidly about our first division engaged the Japanese first squadron, which, being the fastest and composed of their most powerful ships (the huge "Aki" and "Satsuma," and the "Katori") was astern of their second squadron. At the same time our third division engaged their second squadron, while our fourth division, coming rapidly up from the southward, threw itself across the path of the Japanese. The average range was of some nine thousand yards. The cannonade was the most frightful one of the war. The Japanese felt that they were fighting under the eye of their Emperor, while our men were anxious to finish with the Japanese, so as to be free to fall upon the new foe who was now menacing their country. Shell followed shell in quick succession, and at times the ships were smothered under the smoke clouds of the explosions.

The eight-inch guns which formed the secondary battery of the ships of our first and third divisions were no match for the ten-inch secondaries of the Japanese, and it was only by the intensity of their twelve-inch fire that our five "Virginia's" managed to meet the fire of the three huge Japanese ships. It was different, however, with the leading Japanese squadron, whose four ships were opposed to eight superior vessels. Under

the hail of shell rained upon them they were forced to give way, and, coming to the rightabout and running close inshore, they headed back for Tokyo Bay. At once our ships increased their speed and closed in upon the fleeing Japanese. It was at this juncture that the "New Jersey," of our first division, was obliged to wheel from the line in order to make hasty repairs to her engines, damaged by a heavy shell. If the Japanese could have pressed their advantage at this point, it is very probable that more of our ships would have been disabled Unluckily for them, the retrograde or destroyed. movement of their leading ships obliged the more powerful squadron to do the same, and from this juncture on, the battle a very strong resemblance to that of Santiago. The enemy's ships fleeing along the coast, and ours closing in to chase.

All our ships now adopted an echelon formation so as to pursue the enemy without masking each other's fire, and a race began so as to see who would reach the harbor first. The retreat soon proved disastrous for the Japanese squadron. First the "Tango," and a few minutes later the "Fugi," swerved from the line and were run ashore under the guns of heavy shore works. In return, however, a twelve-inch shell from the "Iwami" exploded just under the "Idaho's" conning tower, wrecking the structure and killing the captain and officers within. As the "Idaho" swerved while out of control, another heavy projectile penetrated her thin belt aft and, exploding

inside, blew down part of the armored deck upon the rudder head and jammed the rudder hard aport. This casuality obliged the "Idaho" to leave the line, and she remained disabled until a working party managed to set things right in her steering compartment. But now new disaster began to overtake the Japanese. Their retreat obliged them to maintain a column tion, and this enabled the American division to concentrate their fire upon the rearmost of the enemy's ships. This condition of affairs had already brought about the loss of the "Tango" and "Fugi." A still greater loss was now suffered by the Japanese. The retreat had brought the "Katori" into the position of the rearmost ship of the Japanese first squadron, and here she came under the concentrated fire of five of our battleships. For a quarter of an hour she held her own and seemed to suffer but little damage, but suddenly several of our heavy shells were seen to strike her almost together. The result was soon apparent. Taking a heavy list to port she left her position in the line and headed for the beach, where she was stranded some fifteen minutes later.

As the four survivors of the Japanese fleet were heading full speed for the entrance of the bay, a heavy shower was sweeping down from the north; so heavy, indeed, was the downpour that it entirely obliterated the coast line and the Japanese ships steered into it in order to be masked from the American fire. It was an evil inspiration that

prompted the Japanese Admiral to use that squall for a curtain. Within it, like adders in a basket of fruit, lay four United States destroyers, those ordered north at the beginning of the fight. Their Commanders knew well the work they had on hand and, as the battleships entered the rain belt, they sprang to full speed ahead and tore through the grey water like shafts of death-shod steel. Aiming for the last of the Japanese vessels, they were within fifteen hundred yards before they were discovered, and then, like frightened riflemen, the surviving quick firers on the "Aki" began a thudding fire that was their last tattoo.

Tearing along at twenty-eight knots, the destroyers closed upon their prey. "Barry" was destined never to reach the enemy. Struck by three 4.7-inch shells her boilers exploded and she went to the bottom like a stone. comrades never wavered. Profiting by the thickness of the weather the "Chauncey," "Dale" and "Decater" ran to within eight hundred yards of the "Aki," and there, turning sharply, each discharged two torpedoes at the enemy. Of these six projectiles five took effect. Two struck the mastodont square amidships, two blew away the major portion of her stern. The fifth, even more deadly, struck square on the battleship's submerged forward torpedo tube and detonated not only the torpedo in the tube but also the reserve one in its rack. No ship, however large and well constructed, could resist the effects of such a deflagration of gun

cotton, and the wonder is that the "Aki" did not sink at once. Laying more and more over upon her wounded side, the "Aki" survived for twelve minutes. Then she capsized like a log of wood, rolling in the trough of the sea, and, like the old "Captain," she foundered bottom up.

The three destroyers returned at once to the scene of the wreck and managed to save four hundred of the "Aki's" people as well as twenty survivors of the heroic "Barry." In the distance the last of the enemy's vessels could be seen "making time" up Tokyo Bay. A blockade was at once established off the entrance, and preparations were rapidly made for an attack upon the forts at Yokosuka, to be followed by a landing.

Tokyo Bay can well be compared to Deleware Bay. All we have to do is to imagine a much smaller scale and place a square-headed peninsula in the middle western part. On the northern side of the peninsula is the Yokosuka dockyard, well protected to seaward by a line of modern forts and batteries. Yokosuka is, as the crow flies, about ten miles from Yokohama and some twenty-five miles from Tokyo. The outer bay, called Sagami Kai, is very deep, and therefore unfit for the planting of mines, in fact the average depth to within some two thousand yards of the shore is about one hundred and fifty fathoms. The narrowest part of the pass leading into the upper part of the bay or gulf of Tokyo is only about eleven fathoms

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deep, and therefore well fitted for submarine defence.

Hardly was the action between the fleets over when our divisions entered the bay convoying the transport fleet, and our second and fifth battleship divisions opened a heavy fire upon the land works, which fire was returned by the forts. Because of the lateness of the hour, 5.30 p.m., it was decided to make no attempt at landing that night, but, as protection against torpedo and submarine attack, a "Yankee trick" was prepared and played upon the Japanese. Before leaving Manila great quantities of large meshed fish net had been prepared, floated, weighted and packed away aboard the ships of the fourteenth division. As soon as night had fallen scores of boats set out from our ships and, covered by the heavy fire from the battleships, they spread these nets upon the water in such a way that only a bobbing float could be seen here and there. The nets themselves were just below the surface of the water. The idea of this defence was that, in the event of a rush of torpedo boats or destroyers, or if a submarine should rise to take its bearings, the screw propellors would become entangled in the netting, and the vessels thus disabled for some hours would become easy victims for either boarding parties or shells. Another form of defence that was also much used consisted in a rope about a hundred feet long, terminated at each end by a mine and slightly buoyed in the middle. If a ship should be so unfortunate as to collide with one of these ropes the mines would at once swing alongside, and the result can better be imagined than described.

Having thus made every possible preparation to give the Japanese a very warm reception should they decide to make a night attack, our ships settled down to a vigorous bombardment of the shore works that was to last throughout the night. At ten the town of Uraga took fire, and for two hours the flames rose high into the air. Then darkness, lighted only by the beams of the searchlights and the flashes of the guns and the exploding shells, settled once more upon the scene. This was the moment chosen by the enemy to make a night attack.

The first notice our men received of the coming danger was a series of sharp explosions in the "net zone," and instantly the searchlights turned upon that part of the bay and the barking quick-firers began their strident song. For twenty minutes a veritable pandemonium seemed to have broken loose-shrieking sirens, muffled explosions and the steady monotonous crashing of the guns. Then, as no more hostile vessels could be seen charging our ships, the smaller guns became quiet again and only the large guns continued their infernal At dawn our destroyers went up to the net tattoo. fields and "collected the fish," as a midshipman artlessly put it. Nine torpedo boats, five destroyers and two submarines were found helplessly floating on the water, their engineers quite unable to free their propellers from the entangling meshes. Resistance was useless, as in the daylight the battleships would have sunk the boats as easily as a man would crush an egg, so they had to submit to being boarded by parties of alert American blue-jackets armed to the teeth and to being ignominiously towed out to the United States fleet. As the forts were by this time silenced by the concentrated fire of twenty-two battleships, this operation was carried out without the slightest risk, and the damaged nets were replaced by others. It was learned that at least ten destroyers and fifteen torpedo boats had been sunk by the American fire, and the floating mines, and that none had returned to tell by what trick the flotillas had been disabled.

At dawn great masses of troops were clearly distinguished from the tops of the ships, and it was evident that the enemy expected that a landing would be made at this point. Seeing this, it was decided to make a feint in force upon another part of the coast and thus cause the withdrawal of those troops to the apparently threatened point. Accordingly the whole of the transport fleet convoyed by the second, tenth and twelfth divisions (this latter just arrived from Kiau Chiao, where the British fleet, not wishing to operate against the Japanese because of the former alliance, had undertaken the blockade) got to sea, and after some six hours' steam came in sight of Cape Inoboga. The convoying battleships now closed in and vigorously shelled the light works and villages about this

point, while several thousand men, chiefly marines, were put into the boats and every preparation made for a landing. At two in the afternoon the order was given for the boats to push off and made for a shelving, sandy beach about a mile long, that lay between two bold and rocky headlands.

At once, covered by a rapid fire from the cruisers, the boats pulled for the shore, and before the few Japanese defenders quite knew what had happened a landing was made and the low bluffs above the beach were in American hands. In three hours some ten thousand men had been put ashore and, preceded by a thick cloud of scouts and skirmishers, a heavy column with artillery was marching on Chiba, a town about twenty-five miles from Tokyo. Every available man was thrown forward by the Japanese staff to stop this unexpected advance, and at eight o'clock quite a desperate battle took place between the American vanguard and two regiments of Japanese hastily sent from Tokyo. The enemy attacked splendidly, but there was no holding our men, and with fixed bayonets they simply "walked into" the Japanese who, not prepared for such a terrific onslaught, gave way all along the line. The night was spent by our troops upon their conquered position, where earthworks were thrown up.

The Japanese staff in Tokyo did not have a pleasant night. So sure were they that the landing was to be made near Yokosuka that every available man had been concentrated along that

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line. When the transports suddenly left the bay and proceeded up the coast it was decided that it was only a feint, and it was not until the actual news of the landing reached them, coupled with exaggerated reports of the numbers of the Americans, that they decided that the original move was a feint and the present one the real attack. At once orders were given to move all the available forces to the scene of trouble, and all through the night, horse, foot, and guns were transported through Yokohama and Tokyo and marched to the threatened point.

The early morning of May 4th saw the fighting once more vigorously renewed. With the exception of another unsuccessful torpedo attack upon our ships in the bay, the night had been quite uneventful. Between Chiba and the coast, however, the battle began with terrific fury, Japanese infantry and artillery attacking with desperation. It was impossible for the Americans to send forward any reserves, and the ten thousand men on the fire lines were obliged to face the attack of five divisions throughout that terrible day. Constant streams of wounded were borne back to the beach and transferred to the transports (whose troops openly inquired why the devil they were not sent to the front), and in return columns of ammunition bearers hurried to the fire lines with cartridges for the men. At four in the afternoon a Japanese division began to turn the American left, but it was met by the fiftieth Volunteer Infantry with such

fury that for hours not a step of headway could be made. Five times the dashing Japanese infantry rushed at the American lines, and five times the gallant "dough boys" hurled them back from the works. At nightfall the battle still raged as desperately as at dawn.

Hardly had the shades of night settled over the waters, when all but six transports quietly got to sea and steamed back into Tokyo Bay. All lights were masked, and, as the sound of the battle that was raging smothered the noise of their departure, the thunder of the bombardment effectually deadened the sound of their arrival. Thanks to the depth of the water at the shore of the bay, the transports were able to come in to less than a mile of the beach, and here they anchored in some five fathoms of water. Quietly the boats were filled with men, and at 1.30 in the morning of the 5th, the seventh United States Infantry landed in a little cove. A march of a mile inland brought them to the railroad at the station of Banin Gawil, and before the astonished officials knew what had happened the place was occupied, and Japanesespeaking, American telegraph operators were "feeding the wires" with specially selected news. By three in the morning fifteen thousand men (mostly cavalry), with many field guns, were set ashore, and the horsemen at once proceeded inland to the point where the railway from Tokyo forks. One branch proceeding southwards and the other going to Yokosuka. Here a temporary cavalry

post was established, and strong detachments were sent along the railway towards Yokohama with orders to destroy it the moment fighting began in the peninsula. While this was being done, twenty thousand more infantry were put ashore, and, guided by frightened peasants under threat of instant death, marched eight miles to the line of the landward Japanese redoubts. They were in position at 3.30, and only waited for the dawn to rush to the attack.

While this was taking place in Tokyo Bay, the Americans before Chiba were being quietly withdrawn. The wounded were evacuated as they fell and the dead were hastily buried. Then, regiment by regiment, the troops were marched to the beach and re-embarked, only four battalions of Marines being left to face the enemy. At two o'clock (a.m.) news was received from the beach that all the men and guns were embarked, and the Marines quietly left the trenches, the fire had almost ceased, and at the double made their way back to the sea, not forgetting to take up the field telephones that had been carried to the front. Ten minutes after the evacuation of the trenches, the Japanese made a superb charge, took the works by surprise, and captured—a beggarly array of broken rifles and empty cartridge shells! The Japs were not long in discovering what had happened, and they flung themselves after the retreating Marines. Unluckily, they only reached the beach as the last boat was shoving off, so that the only result obtained by

their haste was to have several hundreds of their number killed by the storm of shrapnel that was poured in from the ships.

At five that morning most cheering news was received at Tokyo. A despatch from Chiba announced the complete defeat of the Americans, their re-embarkation, and spoke modestly of "desperate engagement," and "brilliant feat of arms," due solely to the "virtue of the Emperor." A despatch received twenty minutes later from Yokohama acted as a douche upon the martial enthusiasm of the Government. In laconic terms it reported that a landing force of Americans. whose numbers could not be estimated, had captured the landward defences of Yokosuka and that two regiments of Kobi (territorial reserves), who had attempted to go to the rescue, had been met in the very suburbs of Yokohama by a force of United States Cavalry and defeated with very heavy loss. Measures were at once taken to bring back the troops despatched to Chiba, and energetic action on the part of the army was advocated. But the fact remained that the Japanese felt themselves to be checkmated and outplayed, and a cold fear tugged at their hearts that they might yet be beaten by the dashing men who carried the Stars and Stripes.

It was a brilliant coup-de-main that had put all the land forts of Yokosuka into our power. As soon as the dawn had begun to redden the parapets of the Japanese defences, our men sprang forward at the double, carrying scaling ladders and handgrenades, and almost before the defenders could spring to their fighting positions the attackers had leaped into the ditches and by the aid of their ladders had gained access to the works. In as many minutes the six redoubts that protected the land side of Yokosuka were in American hands, and thousands of men toiling with pick and shovel proceeded to convert the redoubts into siege works. A counter attack from Yokosuka was repulsed with loss, and the sea forts, under the fierce bombardment of the battleships, could not bring a single gun to bear upon the American lines.

As the day advanced the remainder of the United States troops were put ashore, and by 4 p.m. ninety thousand Americans were camped upon Japanese soil. Strong redoubts were being rapidly thrown up across the narrowest part of the peninsula, and the line of the fortification was carried as far as Banin Gawil, so as to assure a constant communication with the ships. Five and 6-inch siege guns were rafted ashore on floats, and at nightfall the American Army was securely defended by a heavy line of field works.

The Japenese made strenuous efforts throughout the day to drive our cavalry back from Yokohama, and in this they were successful, for the obvious reason that infantry is nearly always superior to cavalry. A little later, however, the Japanese made a serious mistake. As our horsemen retired rapidly before the Japanese advance, these latter decided that the time had come to launch their own cavalry at their enemies. This is where the trouble began. As the distant thudding of the thousands of hoofs came to the ears of the American officers the sixth, seventh, twelfth, and fourteenth United States cavalry regiments were brought to the right about, and in quick succession came the orders, "TROT! GALLOP! CHARGE!" Three minutes were needed for the two charging lines to reach each other; the Japanese "Banzai-ing!" like mad, but our men in tight-lipped silence. Then, as the lines were almost in contact, every American whipped out his revolver and began shooting to kill. It was a bad thing for the Japs to have three thousand dead shots thus turned loose upon them. Hundreds fell from their saddles, and even before the lines met, and before anyone could realize it, the Americans, dropping their revolvers (which hung from lanyards), went in with their sabres to win. It was unfair to the Asiatics to ask them to meet that charge. Crushed by the weight of the American men and horses, they were fairly ground into the earth, and the survivors galloped madly back towards Yokohama and reported that they had been attacked by "ten thousand devils." Truly, Uncle Sam was worthily served that day.

The night of May 5th-6th was a busy one in our trenches. Preparations were being rapidly pushed forward for an assault upon the sea-forts at noon, and the ships of the fleet continued the bombardment without intermission through the night.

Another torpedo attack took place with the same lack of success as the two previous ones, and "Tokioward's" great masses of Japanese troops moved forward to punish the daring foreigners who had desecrated the sacred soil of Japan.

At eight in the morning, as, by common consent, both sides relaxed their fire, a mounted Iapanese officer rode into our lines under a flag of truce and informed General M- that an armistice had just been concluded between Japan and the United States by the good offices of Russia, France, Italy, and Austria, and handed him a cypher despatch from Washington informing him that the Ministers and Ambassadors of the above countries should conclude the details of the armistice. It also announced the destruction of the German fleet off New York. Hostilities were at once suspended, and the gunboat "Miyako" left Tokyo carrying the foreign Ambassadors and Iapanese plenipotentiaries to the meeting that was to take place within the American lines.

This meeting took place in a little tea house, and here the articles of the armistice were discussed. All troops were to remain in their present positions. The railway was to be reopened through the American lines. No reinforcements or works of any kind were to be undertaken. United States ships to anchor in the inner harbor. Food and other stores could be bought from the Japanese merchants by the American commanders. Armistice to last until publication of the result of peace

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conference. The armistice was signed by the American and Japanese representatives, and by the foreign ambassadors and ministers.

As the group of men left the house and stood by the road, there came the distant sound of martial music, which broke into the jubilant swing of a Sousa march. The assaulting troops were returning from their positions, and were led by a New York regiment to the ringing notes of "Manhattan Beach." Tall, bronzed, and soldierly, in perfect alignment, and girded with glittering cartridges, the men of that division were splendid samples of our American manhood and of the sturdy Anglo-Saxon breed; for in the ranks were men from every part of our country, the men from Yankee-land and from Dixie marching side by side with the sons of the Golden West.

CHAPTER XI.

At New York—"God Save the King"—May First—The Battle Begins—Enter the "Dreadnaught"—A Desperate Fight—The Eagle Screams and the Lion Roars—The Germans on Long Island Surrender—A Victory all Along the Line—The Days After the Battle—Anecdotes of the Fight—Germany Blockaded—The "Balkans" Blaze Up—Out of Coal—The Armistice—The Last Warlike Move.

April 21st, 1908, was certainly among the most thrilling days that New York ever experienced. That strenuous city would tell of many heart-stirring periods could she only speak. The capture of the Duke of York; Washington's retreat; Evacuation Day (the day the last British troops were withdrawn); the fierce joy of 1812-14, when our victorious frigates came up to the docks; many men still live who remember the wild excitement of the outbreak of the Civil War, and none have forgotten the autumn days of '98, when our triumphant battle fleet returned from the Cuban War.

But all these exciting periods fall into insignificance before the wild rush of enthusiasm that swept through the whole city when it was officially announced that a heavy German fleet, with transports, was then at sea, and that its positive purpose was to curb the pride of the haughty metropolis of our Eastern coast. Huge crowds blocked the pavements in front of the bulletin boards be-

fore the newspaper offices. Other crowds besieged the militia armories begging, praying, and demanding to be allowed to enlist. The Grand Central and Pennsylvania railroad terminals rang with whistles and shuddered with the vibration of the traffic as train after train, loaded with war material, guns, torpedoes, mines, and thousands of alert, stern-faced soldier boys clad in olive grey steamed in. A great camp was established at Hempstead, Long Island, and at every hour of the day and night it rang to the martial music of regiments coming in. Earthworks were thrown up right across Long Island on a line that ran from Fort Jefferson to Bay Shore, while hastilybuilt sea forts protected the trenches from the terrible enfilade. Revenue cutters scuttled to and fro in the bay laying mine fields as a busy flock of hens would lay eggs, while the army mine sowers participated in the work. As to the wise residents and property owners of Greater New York, they set to work with paper, shears, and glue pots and pasted strips of paper across their window panes, so as to save them from breakage during the concussions of the coming cannonade.

The Council of Continental Safety and our War and Navy Departments worked with feverish activity during these strenuous days. As soon as it was positively ascertained that the German fleet was bound for New York, another arrangement was made in the disposition of our fleet. The first, second, third, and seventh divisions were

hurried to New York, where they were joined by the fifth division and six destroyers, twenty torpedo boats, and four submarines. The fourth division was left at Colon, while the sixth division and the sixth South American squadron were ordered to Havana. At Guantanamo the third, fourth, fifth, and seventh South American squadrons were assembled.

As in 1898, the Government experienced considerable trouble with the demands of certain of our large coast towns, such as Portland, Boston, Baltimore, and Wilmington, demanding protection without regard to either sense or strategy. Many of the inhabitants of these towns were terrorized because they were deprived of the presence of large warships flying the American flag to protect their worldly goods. These good people were informed that had they been more generous with the Navy appropriations before Congress several years back, the state of affairs they complained of could not have taken place; but as they had made their bed they would have to lie in it. This said, a couple of torpedo boats or a submarine were sent to the points. Mines were laid and earthworks thrown up, behind which were mounted a few antiquated guns, and then the people were informed that they must "paddle their own canoes." This brought them to their senses, and the States at once took measures for their own defence.

It is rather strange to relate, but the States ad-

joining New York behaved by far the best. Pennsylvania marched all her militia and constabulary into New Jersey, where, joined to the latter's forces, they formed a defensive army that would prevent a turning movement on New York from the South. Connecticut and Rhode Island (excepting a small force in the forts at Newport) concentrated their forces at Bridgeport, and here they were joined by a strong corps of "Green Mountain Boys" from Vermont. Thus, New York was protected from the East, from the North, and from the South.

The battleship divisions of our fleet were assembled behind Sandy Hook. The fifth or monitor division was stationed in Peconic Bay, where they could take station behind the shelter of Gardiners, Shelter, and Plum Islands, and thus dispute the road to Hell's Gate. As to the gunboats and torpedo vessels, they anchored near the battleships, ready to take what part they might in the struggle that was to come. On land the final preparations were of a very simple nature. light brigade of New York militia was despatched to Sag Harbour. They were instructed to make a feeble resistance to any attempt at landing, and were then to fall rapidly back upon the main of the United States forces established about fifteen miles in the rear. Of final preparations there were but few. Lightships were suppressed and buoys artfully moved a few hundred feet to trap the unwary Dutchman on to mud and shoal. This done, our

sailors and soldiers sat down to wait. Their suspense was not a long one.

The night of April 30th was a tense one in New York. All sorts of rumours filled the air, and most of the inhabitants, feeling that the crisis was at hand, gathered on street corners and anxiously discussed the situation. At 11 p.m. the "Nightly Howl" brought out an important extra. French liner "La Savoie," from Havre, had passed the German fleet some two hundred miles at sea and heading for New York. At the same time a bulletin published by the Council of Continental Safety was issued. It announced Great Britain's participation in the struggle and the presence of the British fleet in the rear of the German Armada. When this news became known it caused indescribable enthusiasm, and the British Ambassador was dragged from the Waldorf where he was staying, and hoisted upon the shoulders of frenzied enthusiasts he was carried in triumph through a howling mob to the strains of "God Save the King.'

At 2.30 a.m. the first, second, third and seventh divisions accompanied by the destroyers' got under way, and stood slowly up the Long Island Coast in the direction of the enemy.

It was about at the same hour (2.30) that the German transports came in sight of Montauk Point. Accompanied by the eleventh squadron (cruisers) they ran close in to shore, and, as under the concentrated fire of these ships the Militia

could make but a feeble resistance, the Germans experienced little difficulty in landing the whole force with quite a number of guns. As soon as they felt that they were being seriously attacked, the Militia made a hurried but orderly retreat, and at daybreak they reached the outposts of our main line some five or six miles in the rear. The pursuing Germans were much surprised when they were met by a vigorous resistance supported by artillery, and still greater was their astonishment when they found themselves faced by a really heavy force. There are some situations, and this was one, that even the extended vocabulary of the German language cannot meet. But Germans are not easily discouraged, and as they began an attack in force there came from the sea the dull, leaden thudding of guns. The Naval battle had begun.

Our battleships, steaming in three parallel columns, were met at 5.30 a.m. by the first, second and fourth German squadrons, and the action was commenced at the average range of some ten thousand yards. It soon became evident that at this range but little damage could be effected, so the Germans at once attempted to close. Detailing the first and second squadron to attack our first division, Admiral von Katzenyammer called upon the fourth squadron to reinforce the third, and the battle was thus divided into two distinct parts.

While these preliminaries were being gone through with it will be remembered that the British

eleventh squadron, supported by the "Dreadnaught" had been ordered to keep in touch with the German rearguard all the way across the Atlantic. And, as wireless telegraphy was forbidden because of the effect it might have upon the Germans, the communications were kept open by the British ninth and tenth squadrons, the component ships of which steamed in just within signalling distance of each other. When, therefore, the Captain of the "Dreadnaught" saw that the action was on the point of being engaged, he threw his ship to her splendid full speed of over twenty knots, and taking a course well to the south of the main German line. he ran his ship towards the entrance of New York Passing within range of the German harbor. fifth and seventh squadrons he gave them the benefit of the fire of his guns; and then, describing a large curve he took station in the American third squadron just astern (as his was the faster ship) of the "South Carolina, the second in the line. This addition practically doubled the fighting strength of the American third division. working gradually east by south, this group of vessels ran parallel to, and began to head off the German first and second squadrons, which were perhaps slightly superior to them.

While this was going on, the first and second divisions were having a desperate struggle with the German third and fourth squadrons. Our second division was practically at a heavy dis-

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advantage in its fight with the fourth German squadron, and the result of this soon became apparent. On the "Kentucky" and "Kersarge" the five-inch batteries rapidly became untenable, although the eight and thirteen inch guns remained in action. On the "Iowa" things were even worse. As the American line attempted to close upon their opponents a perfect hail of 9.2 projectiles struck the "Iowa." Forward she was simply blown to bits. Her turret base, five inches thick, was just sufficient to explode the German shell, and before her officers could even think the forward turret collapsed upon the main deck, from where it threatened to continue its course through the armored deck and out through the ship's bottom. To make matters worse the port forward eight-inch turret collapsed upon the upper belt, while the forward compartments were broken open to the sea, which even poured through the rents in the armored deck. There was but one thing to be done, and that quickly. The ship was turned from her position at the head of the line and hurried across the water that separated her from Long Beach, where she was grounded only just in the nick of time.

The first division also did not have a very pleasant time. The "Oregon" class with their large unarmored ends were not the ideal ships for modern sea fighting, even though their thick belts were not to be penetrated by the light German ordnance, but the unarmored ends suffered terribly,

and becoming flooded considerably altered the trim of the ships. Seeing that they could not face the German fire, both squadrons came to the right about and, in line abreast, began to fight a retreating action, steaming slowly away from the enemy.

By this time the vanguards of the British fleet were making their appearance upon the scene. They consisted of the tenth, ninth, eleventh, third, seventh and eighth British squadrons. To meet them the Germans recalled their seventh, fifth and second squadrons, while the tenth, eleventh, sixth and ninth were at once despatched to the attack. The eighth squadron (large cruisers) was sent into Long Island Sound with orders to attack the Monitor division, which was known to be comfortably concealed behind the islands. Thus ended the first stage of the action, in which the Germans had nearly everything their own way. We now enter upon the second stage—the stage in which the Eagle once more began to scream and the British Lion to roar.

Running parallel to each other, the third division (plus the "Dreadnaught") on the one hand and the first and second German squadrons on the other, the vessels swung ahead. The firing was very heavy, but according to Commander H—, of the "South Carolina," who was wounded on the "Vermont" at the battle of Malacca Strait, the "Dutchmen did not shoot near as well as the Japs." As the ships rushed

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forward, the Germans began to feel the terrible intensity of the American fire, and finally the "Elsass," fourth in the line, dropped from her place completely disabled by the "Dreadnaught's" eight hundred pound, twelve-inch compliments. Struck by three heavy shells in her boiler rooms, the "Elsass" was out for good, and surrendered to the gunboat "Dubuque" when this vessel came later upon the scene.

Near the Long Island coast the German fourth squadron was pouring its fire into the five American ships, and the "Yanks" were returning the compliment with interest. Three thirteen-inch shells in quick succession exploded under the forward turret of the "Kaiser Karl der Grosse," knocking out her sides and stanchions, and bringing the whole structude crashing down upon the armor deck. A moment later another heavy shell knocked her conning tower into fragments. German-built ship could stand up under such a hammering as that, and her surviving officers promptly beached her alongside of the "Iowa." The "Kersarge" was subjected to the concentrated fire of three German ships. A heavy shell exploded in her after eight-inch turret and disabled the thirteen-inch guns below it. A score of sixinch projectiles entered her unarmored side aft and, blowing out her plating, so strained the armored deck that streams of water poured through. There was but one thing to be done. Another ship was added to the collection upon the beach. Only a few minutes after the beaching of the "Kersarge," the "Massachusetts," her "ends" full of water and nearly every gun out of action, also chose a resting-place in the mud.

While things were not proving over cheering to the Americans at sea, the Germans "catching it" in a high style on land. Monitors had rapidly settled matters with the four cruisers sent after them. The "Victoria Louise" was a blazing wreck upon Montauk Point, and her consorts had made a hasty and far from dignified retreat. Seeing this, the Monitors ran close in shore and went to work in splendid style. "Amphitrite" enfiladed the right of the German line, driving men in a disorderly retreat under the biting impulse of her ten-inch shells. As for the "Miantonomo," "Terror" and "Puritan," they took up convenient positions and opened an indirect fire upon the transports anchored the other side of the point. So good was the practice that by the time the liners had got their anchors up, the "Barbarossa" and "Koenig Albert" had gone to the bottom, and the "Main" and "Hohenzollern" were wrecks upon the beach. As for the surviving liners, the "Kaiser Wilhelm der Grosse," "Deutchland" and "Kronprinz Wilhelm" made their escape to the south, while the "Kaiser Wilhelm II.," "America" and "Bremen" headed eastward, hoping to escape thus.

At sea the battle had become general. The

German squadrons, forced into a rough echelon of columns formation, were engaged by the whole British fleet at ranges varying from five to ten thousand yards, and were being gradually forced back towards the Long Island Coast. It is almost impossible to give a detailed account of this action. It will be months before the dozens of official reports and the hundreds of accounts by eyewitnesses can be sifted, sorted and arranged so that a thoroughly accurate account may be built up. The present writer can only run rapidly over the facts in an attempt to give a general view of the fight.

The scene of the battle extended from off Montauk Point in a general south-westerly direction for a distance of nearly twenty miles. Beginning at the extreme southerly end, we will give a rapid view of the most marked incidents in this phase.

The left of the German line was threatened by a turning movement of the fifth British squadron. Near them the third division, with the "Dreadnaught," supported by the eighth British squadron, had put the "Pommern" (first German squadron) out of action, and had sunk the armored cruiser "Prinz Heinrich," of the enemy's seventh squadron. In return, however, the "Michigan" had left the line with her engines totally disabled and one turret blown up; and the "Duke of Edinburg" struck by three torpedoes and a score of heavy shells, had foundered. Further on, where the German second, fourth and

fifth squadrons were engaging the British first, second and seventh, the "Kaiser Wilhelm II." was sunk and the "Kaiser Friedrich III. disabled (these ships had but just arrived from the action with our first and second divisions, and were therefore damaged), while the "Kurfurst Friedrich Wilhelm" also was sunk. On the British side the "New Zealand" and "Hibernia" fell out of line disabled.

If we follow the seventh British squadron we find that, describing a curve, it joined the third and ninth in their attack upon the enemy's third and sixth squadrons. Here also the combat was of the most desperate nature. The "Schwaben" was disabled and the "Roon" sunk, but in return the "Swiftsure" was sunk and the "Natal" obliged to drop out of line. Still further on, to the extreme left of the German line, the three transports that had escaped in that direction, aided by the remains of the eighth squadron, managed to sink the scout "Sentinel" that was making an attack upon them. Near this point a desperate fight took place between the German ninth and the British tenth cruiser squadrons. In it the English lost the "Andromeda" and the Germans the "Berlin," "Leipsig" and "Meteor." This action closed what has been called the second phase of the fight.

The reader will have understood by this that the Battle of Long Island consisted not so much in one big struggle as in a series of semi-continuous

squadron actions, verging in many cases into one another. It is this confusion that renders any clear account so difficult. The only dividing line that can be drawn between the second and third phases of the battle (which were continuous) is that at the end of the second phase the Germans were holding their own. In the third they were frankly and fairly beaten. Our description follows the former order, from the right to the left of the line.

The right part of the battlefield was now fairly clear of fighting. The German first squadron having got clear of their opponents, ran east by south in the direction of the open sea. To accomplish this they were obliged to fight a long-range action with a division of the British second squadron, but eventually these two fine ships, the "Deutchland" and the "Hannover," made their escape in a terribly battered condition and hardly seaworthy. The survivors of the enemy's seventh squadron fought a long range action with three ships of the British second squadron, but very little harm was done on either side. A desperate action took place between the German second and fourth squadrons (together), opposed to British ninth, first and one ship of the third. By sheer hard fighting the Germans attempted to break their enemy's line, and, after losing three of their leading ships in succession, they actually succeeded in doing so, and three ships got safely away to sea. "Safely" is used in a merely relative sense. The Germans lost the "Hessen" disabled and the "Braunchweig" and "Lothringen" sunk. The British loss was the "Triumph" disabled.

A very bloody action took place between the German third squadron and the British ninth, seventh, and fourth. It resulted in the sinking of the "Wittlesbach," the disablement of the "Wettin," and in the plain, unvarnished surrender of the Zähringen" and "Mecklenburg." The British loss was the "Leviathan" sunk and the "King Alfred" and "Prince of Wales" disabled.

At this juncture occurred one of the bravest, most foolhardy acts ever performed in war. The German ninth and tenth cruiser divisions, seeing that the battle was going badly for their side, made a desperate effort to retrieve the fortunes of the day. Rushing at full speed for the vessels of the fourth and tenth British squadrons they attempted to torpedo the English ships. It was the charge of the light brigade at sea, but with even more tragic results. The British "Handymen" stood coolly to their guns and poured their fire with unerring accuracy upon the foe. Within five minutes five German cruisers, the "Bremen," "Hamburg," "Muenchen," and "Gazelle" were sunk, and one, the "Arcona" disabled. As for the survivors, four in number, they sheered off and scuttled out of range. At the extreme left of the line the enemy's eighth squadron attempted to escape southwards. To do so it was obliged to run the gauntlet of the British tenth and eleventh squadrons. It succeeded in its object, but it lost the "Hansa" sunk, and in return disabled the British "Adventure." This little skirmish brought the third phase to a close.

The fourth and final phase of this great world drama was as tame as the others had been exciting. On land the enemy's troops surrendered at almost every point. The only division that resisted was overwhelmed by a howling, cheering rush of greygreen clad maniacs, who with bayonet and butt broke the back of the German resistance. At Santiago, the Spanish, when speaking of the American charges, said, "They tried to catch us with their hands." After the battle of Long Island a German Fritz was overheard to say: "They did upon us trample and into the ground walk us. Yes!" Surely good testimony as to the dash of the American charge.

At sea but little more took place. The fifth German cruiser squadron, thanks to its superior speed, made its escape to the north-east. While the fifth, sixth, and seventh German squadrons, attacked by our destroyers, promptly surrendered after having suffered the disablement of two of their ships. In return the destroyer "Hopkins" received a shell in her boilers which put her out of action.

The great naval and land battle of Long Island lasted from 5.30 in the morning to 6.38 p.m., for it was at that hour that the last German ships sur-

rendered. In that time the Germans lost a total of forty ships: Sixteen sunk, fourteen disabled (and therefore taken), and ten captured in action. Their naval losses in killed, drowned, and wounded amounted to 12,140 officers and men. On land the casualties numbered 10,321. or a total of 22,487 killed and wounded. Twenty German vessels made good their escape.

The Anglo-American losses were also very serious. Five vessels had been sunk and twelve had been disabled. 8,792 bluejackets had been drowned, killed, or wounded, while 3,987 American soldiers had given their lives to the dear old flag.

The grand total of the losses of that bloody day amount to forty-seven vessels sunk or disabled, and to 34,668 officers, bluejackets, and soldiers killed or disabled. Such figures are almost too eloquent even to require commentary.

In the course of this bare recital of the facts of that terrible day, we have made no mention of the gallant tug and pilot boats that hung about the sinking ships while under fire, taking off men and making no distinction between friend and foe. All honour, too, to the humanity of the German gunners, who evidently did their best not to fire on the little craft engaged upon these errands of mercy.

All through the long night that followed the battle, great Sound steamers, amply provided with surgeons and nurses, plied from ship to ship removing the victims of the struggle, and then hurried back at full speed to their docks at New York, where rows of ambulances stood waiting, and as soon as the injured were transferred these vehicles went clanging up the avenues to the different hospitals. The New York, the New York City, the Presbyterian, St. Luke's, and Bellevue Hospitals were all crowded that night, as electric cars crossed the big bridges from Brooklyn and added the wounded of the battlefield to the injured of the sea. Hundreds, nay thousands, of private citizens offered to take wounded, irrespective of nationality, into their homes for treatment, while doctors and nurses offered their services, and chemists their drugs, free. Huge subscriptions amounting to hundreds of thousands, and then to millions of dollars, were started for the victims of the fight, and at two in the morning the President, the Cabinet, and the members of the Council arrived from Washington and threw themselves into the work, while messages of congratulation and huge drafts of money arrived by cable from England.

It was not till seven o'clock that the injured ships began to reach New York. Surrounded by dozens of puffing tugs, the wounded mastodonts were pulled, shoved and guided into the Navy Yard, while others that could not at once be accommodated were either taken to private yards or grounded upon the mudflats to wait their turn. Wrecking ships were hurried out to begin salvage

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work upon the stranded vessels as well as upon those sunk in shallow water, while hundreds of small craft cruised about the scene of the fight to recover the bodies of the drowned. At twelve o'clock, May 2nd, all the ships that could still keep the sea steamed up the Hudson till they were opposite Grant's Tomb, and here, turning by squadrons, they fired a thunderous salute. Not from light saluting guns was this homage paid, but from the monsters of the main batteries that but the day before had been roaring in anger over the waters. Now they were bellowing in honor of the great soldier and statesman who helped to fight his country's greatest battles, and then became the pilot of our mighty ship of state.

On May 3rd a great public funeral was given to the victims of the battle. Under the blue vault of the heavens the President of the United States bade farewell to those who had fallen for the flag, thanked the brave men from the old Motherland who had laid down their lives in our quarrel and paid tribute to the memory of the gallant Germans who had given their lives for the Fatherland and the Emperor. Our dead lie in consecrated ground, sacred to all Americans, in Arlington, the restingplace of the brave. Britain intends to take back her lost sons, and Germany also hopes to bring home the men who died so gallantly, though fighting in an unjust quarrel.

No tale of the greatest naval battle that ever took place would be complete without a mention of the deeds of gallantry that were done in that great fight. But a few can be cited in the thousands that took place to prove that honor, courage, and valour are not dead in the breasts of the sons of the Anglo-Saxon race.

Great tales are told about the men in the "Dreadnaught's" fire room, who not only stoked with frenzied energy, but threw cotton waste soaked in oil into the furnaces, and, blinded and seared by the heat, were carried out unconscious, only to revive on deck and dash back to their work at the furnaces—all this to allow the magnificent ship to tear through the German lines and take her station with the American third division.

Neither can we forget the heroic men in the engine and boiler rooms of the "Michigan," who, when the German shells found their way into the compartments and exploded among the engines and boilers, worked amidst the scalding steam and broken, thrashing machinery in a vain attempt to keep the ship at her station in the line. Eighty per cent. of these heroes were taken dead from their stations, scalded by the raging steam. Not one had fled from his post.

Could anything be more splendid than the cool gallantry of the crew of the "Duke of Edinburg," who, with sixty per cent. of their guns disabled, stuck to the remaining pieces while the stokers and engineers kept the engines running, although they knew that the ship was about to sink. They kept

station till the ship foundered under them, carrying down seven hundred and fifty men.

Magnificent also was the conduct of the "Iowa's" crew. When the big forward turret had its supports knocked from under it and threatened every moment to crash through the bottom of the ship, hundreds of men swarmed over the injured structure, jacking up, splicing, bolting, bracing, and—dying! For the shells were bursting among them all the while.

Nor can the heroism of the "Swiftsure's" men be too highly spoken of. Her thin belt and light scantlings rendered her peculiarly ill fitted for a desperate fleet action. Yet with all these disadvantages she went into the fight, and soon became a veritable inferno of exploding shell and fires. Masts and funnels went by the board, and the conning tower was smashed into fragments. Fighting the fires on the one hand, and the enemy on the other, the gunners stuck manfully to their work, though the gun crews and fire parties were often decimated, and the hose torn to ribbons in their hands. Finally, one, or possibly two, torpedoes exploded under her boiler rooms, and the ship went to the bottom amidst a rush of smoke and steam, the greasy whirlpools closing over six hundred and thirty of her men.

The reader must not be led to think that brave deeds were limited to the Anglo-American side of the fight. The Germans also fought splendidly, and it is but fair to mention some of their gallant deeds. The men of the "Kaiser Wilhelm II." were particularly heroic. Early in the action the paint work took fire from the exploding shells, and as much of it was very recent it did not only burn luridly but gave out clouds of suffocating smoke. Finding that water had but little effect on the flames, the men armed themselves with scrapers and fairly scraped the fire off the ship, many of the workers being burned to death in their efforts to free the vessel from smoke and flame. Later the constantly exploding shells not only destroyed all deck erections such as masts, funnels, and deck houses, but actually knocked all the supporting steel work from under the forward turrets, casemates, and conning tower, thus causing the whole structure to collapse into a heap of tangled steel upon the armored deck. No ship could survive such a hammering, and it is no wonder that she foundered in the fight.

Even more ghastly was the fate of those devoted men of the ninth and tenth German cruiser squadrons that made the desperate attempt to torpedo the British battleships. Of the thirteen hundred and sixty-nine men who manned those heroic ships that foundered in the rush only one hundred and ninety-eight survivors were picked up out of the water after the surrender of the German ships. Surely, then, the forced military and naval service of Germany is as productive of heroism as the system of voluntary enlistment of England and the United States.

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April 30th, 1908, was not only strenuous in New York, for that was the day that two strong British fleets appeared off the German ports in the North Sea and in the Baltic, and announced the establishment of a blockade. The first fleet consisted of six battleships, six armored cruisers, nine cruisers and two scouts; also twenty-five destroyers. the second fleet were nine battleships, six armored cruisers, nine cruisers, two scouts and twenty destroyers. These two fleets in themselves were enough to take on all the ships the Germans had left and anything that Norway, Sweden, Denmark and Russia might have chosen to reinforce them The Kaiser was informed by the departing British Ambassador of the presence of the English fleet in North American waters, sent there to aid the divisions of the United States.

(As this point it might be of interest to some readers to know the actual remaining or reserve strength of the English Navy after its two tremendous efforts. We will satisfy them at a word. The home fleet consisted of thirteen battleships, six armored cruisers, thirteen cruisers, and fifty destroyers. The Mediterranean fleet consisted of five battleships, seven armored cruisers, eight cruisers and twenty destroyers. In the Far East and blocading Kiao Chau were two battleships, twelve cruisers and ten destroyers. For the lists of these ships we refer the reader to the appendix. There were also a number of vessels on foreign stations, out of commission, or on the subsidiary



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service list. Among these latter may be mentioned twelve battleships and coast defence vessels, and at least a score of cruisers.)

It was in the early morning of May 2nd that the news of the German defeat was first known in Europe, where it caused great commotion. Nobody knew which way to turn, and diplomatic messages of all colors, ranging from threatening to conciliatory, were despatched by everybody to everybody else. In the midst of this excitement many feared that a general war would be precipated in which every civilised country would be involved. To add to the pervading unrest, serious trouble broke out in the Balkans, where Servia, Bulgaria and Roumania all appeared to be at each other's throats. Only the prompt and concerted action of Russia, France, Italy, Austria-Hungary, Spain and—Turkey, saved the situation. Offers of arbitration were despatched to London, Washington, Berlin, and Tokyo, and to everyone's surprise the combatants expressed their willingness to suspend hostilities until an attempt at agreement could be made. An armistice was proclaimed on the sixth, and all hostilities came to an immediate close. Austria, Russia and Turkey marched army corps into the eruptive Balkans, with orders to untangle its bellicose denizens by moral suasion if possible; if not, then by force. These precautions taken, Europe paused for breath. needed it. The stock exchanges, those pulses of the nations, began to beat once more, and bonds began to reach their normal figures again. By the 15th of May things once more reassumed their normal course, and the date of the Peace Conference was set for June 10th.

It will be remembered that six different groups of vessels, comprising eighteen ships all told, had succeeded in escaping from the Anglo-American forces at the battle of Long Island. On May 10th three, the liners "Kaiser Wilhelm der Grosse," "Deutchland" and "Kronprinz Wilhelm," succeeded in reaching Bremen, and two days later, on the twelfth, three more, the "Kaiser Wilhelm II.," "America" and "Bremen" also made the port, while the same day the entire eleventh cruiser squadron reached Brest, having burned its very last lump of coal. Then, and only then, was it suddenly realised that the ships injured in the action, with their draught destroyed, must be absolutely out of coal, and that they must therefore be wallowing about the middle of the Atlantic, short of food and water, and filled with wounded men. As the full understanding of this terrible state of affairs dawned upon the authorities in France, England and the United States, prompt action was taken to find and rescue the missing warships. The third, fourth and fifth South American squadrons left Guantanamo with all haste, while from France and England swarms of cruisers were sent upon the quest. As all these searching ships were fitted with wireless it was easy for them to communicate between each other, and also, through relays of ships, with the shore, and it was thus made possible to explore nearly every square mile of the North Atlantic Ocean.

On the seventeenth the French cruiser "Jules Ferry" found the "Hanover" drifting in mid ocean, and the next day the "Deutchland" was discovered in the Gulf Stream by the Chillian cruiser "O'Higgins." The same day "Preussen," Kaiser Wilhelm der Grosse" and "Kaiser Barberossa" were discovered by the British "Cressy" and "Carnarvon," the French "Jeanne d'Arc" and the Brazillian "Barrozo," respectively, and on the nineteenth the "Freya" and "Hertha" were found by the Chillian "Esmeralda" and the French "Chateaurenault." It is strange that none should have thought of the increased coal consumption on the ships after an action. There was certainly precedent enough to base such an assumption on. After the battle before Port Arthur, called the action of "the 10th of August," the Russian "Czarvitch," with her funnels damaged, burned four hundred and eighty tons of coal in the twenty-four hours, and after the battle of Malacca Straits the damaged ships attained somewhat similar results. something to be thankful for that no tale of starvation was added to the already long list of sufferings of these terrible months of war.

Great was the joy of our men in the Philippines and in camp at Yokosuka when the news of the victory of Long Island was received. It seemed as

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if fortune was determined to smile upon our arms in every part of the world.

Though hostilities were suspended, it was deemed necessary to despatch a fleet to European waters to reinforce England in the Mediterranean, for in the event of a renewal of hostilities in which the triple alliance should take part, England would be placed in a position of evident inferiority. Keeping a sufficient force in the Far East to cope with any possible combination of the remaining Japanese ships, five splendid squadrons were ordered to Malta as a reinforcement to the British fleet. They were the first, second, sixth, eighth and thirteenth. All these were chosen with one particular end in view. No ship of those sent had a maximum draught of water superior to 261 feet. They were therefore all able to go through the Suez Canal. The ships were also able to steam at high speed, for their route was dotted with British coaling stations, Hong Kong, Singapore, Colombo, Aden, Suez and Port Said being right on the line.

This sending of a fleet from the Far East to the Mediterranean was the last warlike move of the struggle, for at the same time as the ships reached Suez, peace was being signed in Paris. But the mere fact that we still had a fleet in commission at the end of the conflict was an added proof of the splendid work of our shipyards and the fine training and high valor of our American officers and blue-jackets—"The men behind the guns."

CHAPTER XII.

Peace—The Two Treaties—Present Conditions—The Great Alliance—The International Fleet—Hands Off of France—The Future—Internal Conditions—The Wolf at the Door—The End.

The War was over, but many quarrels, hates and losses had still to be settled, indemnities fixed, and a stable peace assured. For this purpose the Peace Commissions met in Paris on June 10th at the "Palais des Affaires Etrangéres," on the Quai d'Orsay. Two distinct Commissions were needed to undertake the settlement of two distinct wars. for it must be remembered that England did not interfere with Japan in the Far East, and that neither Japan nor Germany made any overtures towards one another. The first commission (presided by an Englishman and consisting of two Americans, two Japanese, one French and one Austrian member) sat in the State dining room where the Hull Commission had previously sat. The second Commission (presided by a Spaniard and having one American, one Brazilian, one Chillian, one Englishman, three Germans and a Dane as members) sat in the Salon overlooking the Gardens where the Hispano-American peace protocol was signed.

The Nippon—American conflict was by far the easiest to arrange. The United States have never been a nation to browbeat a vanquished foe, and in

the Hispano-American war we gave an example of the magnanimity with which an enemy may be treated. In this conflict our diplomatists had no intention of doing otherwise than living up to the traditions of the past. One thing, however, our people were determined on. It was for this that they had fought and for this that Japan had attacked us. The Japanese coolie and workman must be banished for ever from our shores. because he is a harmful individual. Not because he is yellow. He is banished for a far different Brought up to habits of self-denial, cause. frugality and thriftiness, he is a rival that can always undersell the American labor market and drive the native American workman, of far more luxurious habits, from the field. Not till Japanese labor conditions are equal in all respects to our own can we allow Mongol workmen to compete with ours in the markets of the country. We have no objections to the Japanese traveller, student or business man. They are welcome visitors to our land. But Japanese labor in the United States, Hawaii and the Philippines was a condition that had to go.

The only other grievance our people had against Japan was the advantage taken of our confidence in Hawaii. It has never been considered fair on the part of the Japanese to have secretly smuggled troops into the islands previous to the actual declaration of war. Beyond this, our attitude towards Japan was very similar to our attitude

towards Spain at the close of the war of '98; one of tolerant sympathy for a brave people beaten in open war. The following is the resumé of the conditions of the treaty that was drawn up and signed:

Article I.—All hostilities and truces to come to an end upon the signing of this treaty.

Article II.—All warships, stores, merchant vessels and merchandise other than personal property to be retained by their captors. Merchant vessels may be ransomed by their former owners at their original cost price plus the accumulated interest at five per cent. Private property to be returned to original owners. Disputed cases to be referred to the Hague tribunal.

Article III.—Japan to pay assessed value of all property, whatever its nature, destroyed by or through the secret landing of Japanese troops in Hawaii previous to the declaration of war, and also to put down a sum sufficient to pay whatever pensions have become incumbent upon the United States Government from the same cause. The assessment of United States Government experts to be final in this matter. United States troops to be withdrawn from Japanese territory as soon as sixty per cent. of payments have been made.

Article IV.—All prisoners to be returned as soon as possible after the signature of this treaty. Their maintenance to be charged to their respective Governments.

Article V.—The immigration of Japanese labor

into the United States or their dependencies is and remains abolished. The United States are empowered to return to Japan any of her citizens upon American territory who are judged to be prejudicial to American labor conditions. Such repatriations to be made at the expense of the United States Government. Japan undertakes to issue no passports to the United States except to citizens of good standing and for such purposes as travel, study, business or pleasure. This latter clause is also binding upon the United States in regard to their citizens. Diplomatists, Army and Navy officers upon missions, etc., are totally exempt from the above conditions.

Article VI.—Commissions are to be named by the high contracting parties for the purpose of improving the old and creating new channels of intercourse and friendship between the two peoples.

On June 15th the treaty of peace between Japan and the United States was signed.

It was not till the 20th that an arrangement was arrived at between England and America on the one hand, and Germany upon the other. The conditions of this latter treaty were as follows. It will be remarked that as in the previous treaty no indemnities were demanded.

Article I.—All hostilities or truces to come to an end upon the signature of this treaty.

Article II.—All war vessels, military stores, arms, equipment, merchant vessels, merchandise

and articles of all kind taken in battle or after surrender to remain the property of the victors. Original owners may ransom their property upon payments of original cost plus the accumulated interest at five per cent. Germany to be allowed to buy back all surrendered warships, including those taken in action off Jamaica, at 60 per cent. of their original cost price as proved by the documents at the German Admiralty. This price to be increased by the cost of any necessary repairs or salvage operations undertaken, as well as the cost of delivery of said vessels in German ports by British and American naval authorities. This clause is to be applicable to any vessels that may be subsequently raised or salvaged.

Article III.—Germany abandons to the United States her share of the Samoan Islands and recognizes both the letter and the spirit of the Monroe doctrine, as applied to the American Continent. Germany also undertakes to abstain from any attempts of colonization or control of any South or Central American country.

Article IV.—Germany abandons to England all the territory held in the island of New Guinea, also the territory in German East Africa bordering on the Victoria Nyanza Lake. This territory to extend twenty English miles inland from the borders of the lake. To assure the handing over of the above territory England and the United States reserve the right to withhold all German prisoners

taken in operations about Long Island until such territory shall have been transferred.

Article V.—Commissions shall be appointed by the various contracting parties to promote good feeling and commercial intercourse between the late belligerants.

Thus was closed the last chapter of the two wars. The first had lasted from August 30th, 1907, to June 15th, 1908, a period of nine and a half months. The second, even more far-reaching in its ultimate results, lasted exactly 73 days—probably one of the shortest wars on record if the periodical Central American boilings over are excepted from The first war went to prove that the count. American Volunteers still make wonderful fighting material when they are properly trained, that the sister services are still served by good men and true, equal to their forbears of "76," "1812," "61," and "98," and finally that, all other conditions being equal, a white Anglo-Saxon is every whit as good a soldier and sailor as the dreaded Mongols of the East. The second war proved that come what may the two great branches of the Anglo-Saxon race must henceforward pull together in the struggles of the world, and that the whole of the two Americas from Grant Land to Cape Horn henceforth stand as one land against the invader, come he from East or West.

Before closing this tale of the great struggle that has just ended, we must throw a few final glances upon the world's politics since the signature of the treaties of peace. The "balance of power," so often spoken of and yet so little understood has once more shifted its centre. It is no longer placed, as in the winter of 1907-08, within a radius of six hundred miles of London. The storm centre of the world has moved once more, and the great centre of power is about evenly divided between the British Isles on the one hand and the Atlantic coast of America on the other.

The reason for this change is a very simple one. Great Britain and all her dependencies have entered into the great pact that binds the two Americas against the rest of the world. Monroe doctrine has been extended until it overshadows all the fair territories under the British flag. The Council of Continental Safety has disappeared. In its place reigns the "Council of Union," of which every member represents one country. Thus we find Great Britain, United States, Canada, Newfoundland, Mexico, Brazil, Chili, Argentine, Peru, Bolivia, Paraguay, Uruguay, Ecuador, Columbia, India, Australia, New Zealand and Tasmania represented. object of these eighteen members is the promotion of prosperity, the development and the protection of the territorial integrity of each one of the eighteen separate countries represented in the Council. All disputes are referred to the Council, and its decision is absolutely final. Each one of the States composing this alliance has to take a proportional share in the maintenance of the command of the sea, and to do this must supply ships and men in proportion to its assessment. The "every power standard" has been adopted. All ships are built to a progressive but standard design, so that any vessel may "lie in the line" with any other vessel and by its speed, protection and armament form a strategical and a tactical unit with it. Of course Rome was not built in a day, and this scheme has yet to be put into active operation, but within the next twelve months sufficient of the new ships will have been completed to form an effective nucleus to this mighty international fleet.

Many changes have been made in the general oragnization of the various navies concerned, but few of them have been of a drastic nature. United States and British Navies have been chosen as the "type navies" of the scheme, and all officers of the other navies in the combine are supposed to spend from two to six months in one or the other of these fleets to become acquainted with the signalling, handling and other characteristics. Every fleet remains independent, retains its own colors, traditions and principles, but under its national ensign, whether flown from mast, gaff or flag pole, it carries the small flag of alliance, a white ground with a narrow crimson edge. great expenses under which some countries have labored have been greatly reduced by the new con-The fact of this alliance existing has enabled nearly every Navy to reduce its general

expenditure, and in the long run it is expected that the average expenses of each country for its Navy will be fully 25 per cent. lower than in the years that have just passed. In return, however, certain countries that have not hitherto possessed fleets find themselves obliged to build them, and thus add their share to the defence of the whole.

From the military standpoint we find that the Alliance holds some two millions of disciplined men to draw upon, while behind them lie the populations of nearly half the world ready to furnish millions of volunteers when the time for action comes. For the populations of the Allied countries aggregate five hundred and fifty millions of men. Central America has received a stern warning that she must henceforward keep the peace. Castro and his opera bouffe confrères have been told that the next bellicose outbreak in their hotblooded dominions will be sternly put down by force, and that any objections to such a course will be met by the annexation of that part of the world to Mexico and its occupation by international troops.

To-day the political atmosphere is still far from being clear. Germany, bitter from her defeat, is making every effort to bring a coalition of European powers to meet what the Kaiser has called "the Anglo Saxon Menace." (In opposition probably to "the Yellow Peril.") Russia, Italy, Austria, and most of the Balkan States have given their assent and the future outlook is far

from being bright. France and Spain are about the only countries that have held aloof from the coalition, and by doing so France has once more earned Germany's bitter enmity, and the fact that the "entente cordiale" still exists notwithstanding the changed conditions, is not calculated to appease the Teuton ire.

It is but a few weeks since a prominent and "inspired" German declared that France would be held as a hostage for England's good behaviour. To this we answer, beware! If France is to be a hostage for the Allies future actions, then our borders extend to the French North-Eastern frontier, and woe betide the nation that comes unbidden into our lines. The French Army is largely sufficient to block a German advance, and the price of the violation of French territory will be countless battalions of sturdy Anglo-Americans marching up "Unter der Linden," and hoisting their flags over the Imperial Palace of Berlin. Russia may threaten and Italy may storm, we care not a jot for their ravings, and there are not enough men in Europe to stem the tide of our irresistible advance. France, the playground of the nations, must and shall be protected against the talons of the malformed Eagle of Prussia.

We do not seek war. That we proclaim whatever Europe may say or think. Our mighty alliance is defensive, not offensive. Our object is peace. But by experience we have at last learned the truth. In peace lie the germs of war, and in war the germs of peace. If in time of peace we must prepare for war, then in time of war we must prepare for peace. We have fully realized these facts, and that is why our Dockyards ring with the sound of industry, and why our streets so often tremble to the tramp of marching troops. We are ready! Not only to the famous last gaiter's button (we no longer wear gaiters anyway), but to the last cartridge, to the last time fuse, and to the last, least lump of coal. And, more important still, to the keen, patriotic, warlike temper of every citizen's soul.

Though we know the conditions that at present regulate the political world, can we accept them as final? Can we say, "What is, evermore shall be?" If we

"Dip into the future, far as human eye can see," we are obliged to answer truthfully, No! Nothing to us seems more unstable than the future destinies of the world. Only one thing stands between our modern civilization, as we understand it, and total disruption, and that is the great Anglo-American Alliance. Within, Europe is suffering from dry rot. In many countries Socialism stands rampant and threatens to throw civilization to the ground. Socialism as it is understood by the uneducated working populations is not a means to a secure form of Government, and a more equitable distribution of wealth. It is an instrument of disorder, the means by which the property of him who has will pass into the possession of him who has

not. Its one great object to-day is to destroy all thought of patriotism, religion or duty in the minds of the masses and to undermine that last resource of a stable government, the Army, until it falls into fragments. Is Europe lost for ever? Will the prick of the Mongol bayonets bring the maddened masses to their senses? For our part we fear that disorganized Europe will some day be but a province of far Cathay.

If Socialism is the enemy within our gates, then the Yellow Man is the wolf howling at the door. But the gate is locked, and the walls bristle with bayonets where the Anglo-Americans await in confidence the call that will bring them into battle. For we at least are ready. Our populations have grasped the full meaning of the motto, "United stand, divided we fall," and rich and poor alike are ready to take their part in the game. Both have realized their obligations to each other, and are working for a common end.

Our gates are barred to the leaven of rottenness from Europe, and one and all we are preparing for the Armageddon which is certainly to come. To-day, to-morrow, a century hence—but come it surely must.

China, the sleeper of twenty centuries, is stirring more and more in its dreams, and under the wise guidance of Japan is still capable of great and stirring deeds. Everywhere in the East forges are blazing, dockyards rising from the marshes, ships taking form in the dockyards and men drilling

upon the land. Clearly Asia too has a purpose, and before many years that purpose must lie revealed. Japanese and North-of-China men are splendid fighting material. "Chair a cannon," as say the French. Well led, they are splendid infantry, and as sailors they are the peers of our own hardy bluejackets, to whom the fear of death has never yet been known. What will these Armadas, what will these Armies do, when once they are turned loose upon their missions of death? None can tell, for our men too are trained and hardy, they too are fashioned for the end. The conflict will be a stupendous one. Years will roll by before its termination. What will be the end of the struggle? Which race will go to the wall? None may predict, for there are chances that must forever lie upon the knees of the gods.

There is but one weak link in the chain that has been forged by our great statesmen. That link is India. Can we hold the mighty frontier that stretches from Annam to the Pamirs, from the Pamirs to the Persian Gulf? Will a million of men be sufficient barrier between the fair land of India and the raging, turbid, yellow torrent without, or will the eternal snows of the Himalayas and Thibet serve as a mighty dam between Hindoo and yellow Asia? Once more, who can tell? The loss of India, fair as she is, will be but the loss of India, and we must count upon the swarm of our myriad warships to keep the oceans free.

Still, with all its threatening clouds, the future

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lies fair before us. We are united by the mighty bands of interest, comradeship, and race. Englishmen and Americans have shed their blood for the same cause. The Stars and Stripes and the Union Jack have flaunted victoriously together over a beaten foe. May we be forever bound by the ties made by the men who gave their lives for England, and those who laid down their lives in the shadow of Old Glory, the flag that never goes back.

THE END.



WARSHIP TABLES AT DIFFERENT STAGES OF WAR.

TABLE 1.

CONDITION OF FLEETS AT BEGINNING OF WAR.

UNITED STATES.

PACIFIC FLEET.

ASIATIC SQUADRON.

FIRST DIVISION (ARMORED CRUISERS).

West Virginia

Pennsylvania

Colorado

Maryland

SECOND DIVISION (SCOUTING CRUISERS).

Chattanooga Galveston Cincinnatti Raleigh

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APPENDIX

THIRD DIVISION (MONITORS OF COAST DEFENCE SQUADRON).

Monterey

Monadnock

FIRST TORPEDO FLOTILLA.

Barry Bainbridge Dale

Decatur

Chauncey

VESSELS LAID UP AT MANILA.

Concord, Helena, Wilmington, Callao, Elcano, Quiros, Villabos, Rainbow, Arayat, Pampagna, Panay, Paragua, and several others.

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FLEET AUXILIARIES KEPT IN COMMISSION.

Alexander

Nanshan

Pompey

Iris

PACIFIC SQUADRON.

(FOURTH DIVISION) BATTLESHIPS.

Nebraska

Wisconsin (in reserve)

(FIFTH DIVISION) ARMORED CRUISERS.

California

Milwaukee

South Dakota

Charleston

(SIXTH DIVISION) CRUISERS.

Chicago

Boston

Princeton

Yorktown

Albany

Montgomery

New Orleans

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FOURTH TORPEDO FLOTILLA.

Paul Jones

Preble

Goldsborough

Barry

MONITOR.

Wyoming

SHIPS OUT OF COMMISSION.

Oregon (battleship), Annapolis, Bennington, Marblehead, Petrel, Vicksburg and Wheeling (cruisers and gunboats).

ATLANTIC FLEET.

BATTLESHIPS UNATTACHED.

Kansas

Vermont

Minnesota

FIRST SQUADRON.

FIRST DIVISION (BATTLESHIPS).

Maine Missouri Connecticut Louisiana

Louisian

Virginia Georgia New Jersey

Rhode Island

SECOND SQUADRON.

SECOND DIVISION (BATTLESHIPS).

THIRD DIVISION (BATTLESHIPS).

Alabama Illinois Kentucky Kersage

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FOURTH DIVISION (BATTLESHIPS).

Ohio Indiana Iowa

THIRD SQUADRON.

ARMORED CRUISERS ON ACCEPTANCE TRIALS.

North Carolina

Montana

FIFTH DIVISION (ARMORED CRUISERS).

Tennessee

St. Louis

Washington

SIXTH DIVISION (CRUISERS).

Denver

Cleveland -

Des Moines

Tacoma

COAST DEFENCE SQUADRON (IN RESERVE). BATTLESHIP.

Texas

MONITORS.

Arkansas Nevada

Puritan

Florida

Terror Miantonomoh

Amphitrite

CRUISERS IN RESERVE.

Baltimore

Newark

Brooklyn

Detroit

Columbia

Minneapolis

Olympia

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JAPANESE FLĖET.

BATTLESHIPS.

FIRST SQUADRON.

Kashima Katori Mikasa Shikishima

Asahi

SECOND SQUADRON.

Iwami (ex Orel) Hizen (ex Retvizen) Suwo (ex Pobieda)
Sagami (ex Peresviet)

RESERVE SQUADRON.

Tango (ex Poltava)

Fugi

COAST SQUADRON.

Minoshima (ex Seniavine) Chin Yuen (ex Chen-

yuen)

Okinoshima (ex Apraksin) Fuso

Iki (ex Imperator Nicolai I.)

ARMORED CRUISERS.

THIRD SQUADRON.

Idzumo Iwate Asama Tokiwa

FOURTH SQUADRON.

Azuma Yakumo Kasuga Nisshin

Aso (ex Bayan)

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APPENDIX

PROTECTED CRUISERS.

FIFTH SQUADRON.

Soya (ex Variag) Tsugaru (ex Pallada)

Kasagi Chitose

SIXTH SQUADRON.

Otawa Tone Suma

Nitaka Tsushima Akashi

SEVENTH SQUADRON.

Itsukushima

Matshushima

Hashidate

EIGHTH SQUADRON.

Chivoda Naniwa

Akitsushima

Idzumi

Takachiho

Gunboats, Etc. 12 (about)

Destroyers 48

Torpedo Boats 100 (about)

Submarines 8 (about)



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TABLE II.

CRUISER SQUADRON FORMED ON THE PACIFIC COAST AFTER THE BATTLE OF HONOLULU.

FIRST DIVISION.

Chicago Montgomery New Orleans

Albany

SECOND DIVISION.

Naniwa Chiyoda Idzumi Marblehead

THIRD DIVISION.

Yorktown Bennington Petrel Annapolis Vicksburg Wheeling

TABLE III.

SHIPS DESTINED FOR THE EAST. NEW YORK SQUADRON.

FIRST DIVISION (BATTLESHIPS).

Kansas Vermont Louisiana Connecticut

Minnesota

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APPENDIX

SECOND DIVISION (BATTLESHIPS).

Ohio

Maine

Missouri

THIRD DIVISION (ARMORED CRUISERS).

North Carolina Tennessee
Montana Washington

FOURTH DIVISION (AUXILIARY CRUISERS.)

St. Paul Harvard (ex New York)
Yosemite (ex St. Louis) Yale (ex Philadelphia,
ex Paris)

HAMPTON ROADS SQUADRON.

FIRST DIVISION (BATTLESHIPS).

Virginia Rhode Island New Jersey Georgia

Nebraska*

SECOND DIVISION (ARMORED CRUISERS).

South Dakota* Charleston*
California* Milwaukee*
Brooklyn St. Louis

THIRD DIVISION (CRUISERS).

Columbia Olympia

Minneapolis Patriot (ex Loraine)

Ships marked * rejoined in the Pacific.

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TABLE IV.

ATLANTIC FLEET AFTER DETACHMENT OF FIGHTING FORCE.

BATTLESHIP SQUADRON.

FIRST DIVISION.

Idaho (New)

Alabama

Mississippi (New)

Illinois

SECOND DIVISION.

Iowa

Kersage

Indiana

Kentucky

COAST DEFENCE SQUADRON.

THIRD DIVISION.

Texas

Nevada

Arkansas

Florida

FOURTH DIVISION.

Puritan

Amphitrite

Terror

Miantonomoh

CRUISER SQUADRON.

FIFTH DIVISION.

Baltimore

San Francisco

Detroit

Newark

SIXTH DIVISION.

Denver Cleveland Des Moines Tacoma

SEVENTH DIVISION (GUNBOATS, &c.)

Nashville Isla de Cuba
Newport Isla de Luzon
Castine Dubuque
Don Juan de Austria Paducah

SPECIAL SERVICE TRANSPORT SQUADRON.

FIRST DIVISION (AUXILIARY CRUISERS.)

Dixie Yankee Prarie Panther

SECOND DIVISION (ARMED RED STAR AND AMERICAN LINERS).

Kroonland Haverford Finland Merion

COLLIERS PRECEDING NEW YORK FLEET.

TEN KNOT DIVISION.

Ajax Cæsar Brutus Lebanon

EIGHT-AND-A-HALF KNOT DIVISION.

Abarenda Marcellus Hannibal Nero Leonidas Sterling

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TABLE V.

COMPARATIVE FORCES AT THE BATTLE OF MALACCA STRAIT.

BATTLESHIPS.

UNITED STATES.

JAPAN.

FIRST DIVISION.

FIRST SQUADRON.

Kansas X

Kashima XS

Vermont

Katori

Minnesota

Mikasa Shikishima°

Louisiana Connecticut

Asahi XS

SECOND DIVISION.

SECOND SQUADRON.

Maine°

Iwami

Missouri X Ohio Hizen S Sagami XS

Suwo°

RESERVE SQUADRON.

Fugi

Tango

X-Indicates Ship Disabled.

°-Indicates Ship Sunk.

S-Indicates Ship Surrendered.

THIRD DIVISION.

THIRD SQUADRON.

North Carolina Montana Tennessee X Washington

Iwate Asama ° Tokiwa °

Idzumo

ASIATIC ARMOURED

FOURTH SQUADRON.

CRUISERS. nsylvania

Pennsylvania West Virginia Colorado Maryland

Yakumo Kasuga Nisshin° Aso XS

Azuma

FOURTH DIVISION.

FIFTH SQUADRON.

St. Paul Yosemite Harvard Yale

Soya Tsugaru Kasagi Chitose

X—Disabled.

°-Sunk.

S-Surrendered.

PUGET SOUND.

Sierra ° A.A.L.

Aztec P.M.

Newport P.M.

Mariposa A.A.L.

City of Panama P.M.

APPENDIX

TABLE VI.

COMPOSITION OF TRANSPORT FLEET FOR MANILA FROM PACIFIC COAST.

TRANSPORTS.

SAN FRANCISCO.

St. Paul U.S.N. Yosemite U.S.N.

Yale U.S.N.

Harvard U.S.N.

Patriot U.S.N.

Korea P.M.

Siberia P.M.

Buford U.S.T.S.

Dix U.S.T.S.

Logan U.S.T.S.

Sheridan U.S.T.S.

Sherman U.S.T.S.

Thomas U.S.T.S.

Warren U.S.T.S.

China° P.M.

Peru P.M.

City of Sydney P.M.

Capacity—38,000 men.

X-Disabled

°—Sunk.

S-Surrendered.

U.S.N.—United States Navy.

U.S.T.S.—United States Transport Service.

P.M.—Pacific Mail.

A.A.L.—America-Australia Line.

CONVOYS TO ABOVE.

BATTLESHIPS.

Wisconsin

CRUISERS.

Albany

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Chicago °

New Orleans

Destroyers.

Paul Jones Preble

Goldsborough Farragut °

COMPOSITION OF TRANSPORT FLEET FOR MANILA FROM THE ATLANTIC COAST.

Norfolk.

New York.

Dixie U.S.N. Prarie U.S.N.

Yankee U.S.N.

Panther U.S.N. Kroonland R.S.

Finland R.S.

Meriam A.L.

Haverford A.L.

Minneapolis A.T.L. Minehaha A.T.L.

Minnetonka A.T.L.

Vaterland R.S.

Zealand R.S.

Ionian A.L.

Tunisian A1.L.

Minewaska A.T.L.

Lake Erie B.L.

La Touraine F.L.

BOSTON.

Ivernia C.L.

Carpathia C.L.

New England D.L.

Commonwealth D.L.

Devonian L.L.

Canadian L.L.

American L.L. Toronto W.L.

Capacity-55,000 men.

U.S.N.—United States Navy.

R.S.—Red Star.

A.L.—American Line.

A.T.L.—Atlantic Transport Line.

A.I.L.—Allen Line.

F.L.-French Line.

D.L.-Dominion Line.

B.L.—Beaver Line.

C.L.—Cunard Line.

L.L.—Leyland Line.

W.L.-Wilson Line.

CONVOY TO ABOVE.

BATTLESHIPS.

Idaho New Hampshire

Mississippi Alabama Illinois

ARMORED CRUISER.

New York

Scouts.

Salem Chester

Birmingham

CRUISERS.

Denver Cleveland Des Moines Tacoma

COLLIERS.

Abarenda Erie Marcellus

Hannebal Nero
Leonidas Sterling

°—Sunk. X—Disabled. S—Surrendered.

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TABLE VII.

COMPOSITION OF JAPANESE FLEET AFTER REORGANIZATION FOLLOW-ING BATTLE OF MALACCA STRAIT.

BATTLESHIPS.

FIRST SQUADRON

Aki° (New) Katori X

Satsuma (New)

SECOND SQUADRON.

Iwami Mikasa Fugi X Tango X

COAST DEFENCE SQUADRON.

Minoshima Chin Yen Okinoshima Fuso

ARMORED CRUISERS.

THIRD SQUADRON.

Ikoma (New) Kurama S (New)
Tsukuba° (New) Ibuki S (New)

°-Sunk. X-Disabled. S-Captured.

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FOURTH SQUADRON.

Idzumo Azuma° Yakumo Kasuga°

CRUISERS.

FIFTH SQUADRON.

Soya Kasagi Tsugaru Chitose

SIXTH SQUADRON.

Magasi Nitaka Yoddo Tsushima Suma Akashi

SEVENTH SQUADRON.

Matsushima Itsukushima Chattanooga Hashidate

(Captured from U.S.)

°-Sunk. X-Disabled. S-Surrendered.

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APPENDIX

TABLE VIII.

PACIFIC FLEET AS REORGANISED AFTER THE BATTLE OF MALACCA STRAIT, INCLUDING REINFORCE-MENTS SENT FROM THE UNITED STATES AND EXCLUDING VESSELS LOST IN ACTION, JANUARY 7TH.

BATTLESHIPS.

FIRST DIVISION.

Virginia Georgia

Nebraska Rhode Island New Jersey

SECOND DIVISION.

Louisiana Minnesota

Connecticut New Hampshire Vermont

THIRD DIVISION.

Kansas Mississippi Idaho

Kashima

FOURTH DIVISION.

Missouri Asahi Ohio Hizen

FIFTH DIVISION.

Alabama Wisconsin Illinois Sagami



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ARMORED CRUISERS.

SIXTH DIVISION.

Kurama (added after battle of

Tennessee Washington Montana

January 7th-8th) North Carolina

SEVENTH DIVISION.

California Pennsylvania Colorado Maryland

West Virginia

EIGHTH DIVISION.

Charleston St. Louis

Olympia Aso

New York

COAST DEFENCE BATTLESHIPS.

NINTH DIVISION (COAST SQUADRON).

Monterey Monadnock Iki

CRUISERS.

TENTH DIVISION.

Minneapolis Columbia Otawa New Orleans

Albany

ELEVENTH DIVISION.

Concinnatti Raleigh

TWELFTH DIVISION.

Galveston Des Moines Cleveland Tacoma

Denver



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APPENDIX

THIRTEENTH DIVISION.

Yale Yosemite Harvard St. Paul

Patriot

FOURTEENTH DIVISION.

Dixie Prarie Yankee Panther

FIFTEENTH DIVISION.

Salem Birmingham Chester

DESTROYERS.

SIXTEENTH DIVISION.

Barry Decatur
Bainbridge Paul Jones
Chauncey Preble

Dale Goldsborough

GUNBOATS.

SEVENTEENTH DIVISION.

Calamianes Concord Helena Panay Wilmington Mariveles Ranger Mindoro General Alava Samar Frolic Romblon Callao **Bobol** Elcano Cebu Jolo Quiros

Villalobos Maria Duque



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TABLE IX.

COMPOSITION OF NORTH AND SOUTH AMERICAN FLEETS IN THE ATLANTIC AFTER TREATY OF ALLIANCE WAS SIGNED.

UNITED STATES FLEET.

BATTLESHIPS.

FIRST DIVISION.

Indiana Masachusetts X Oregon

SECOND DIVISION. Iowa X

Kersarge X Kentucky.

THIRD DIVISION.

South Carolina

Michigan X

COAST DEFENCE SHIPS.

FOURTH DIVISION.

Texas Arkansas Nevada Florida

FIFTH DIVISION.

Puritan Terror Miantonomoh

Amphitrite

CRUISERS.

SIXTH DIVISION.

Baltimore

San Francisco

Newark Detroit



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APPENDIX

GUNBOATS.

SEVENTH DIVISION.

Isla de Cuba Nashville

Isla de Luzon Newport Dubuque

Castine Don Juan de Austria Paducah

Six Destroyers

Twenty-five Torpedo Boats.

Ten Submarines

Twenty-one Colliers, Auxiliaries, etc.

°-Sunk. S-Surrendered. X—Disabled.

SOUTH AMERICAN FLEET. BATTLESHIPS.

FIRST SQUADRON.

Deodoro B Independencia A

Floriano B Libertad A

SECOND SQUADRON.

Almirante Brown A Captain Pratt C

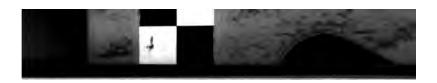
Riachuelo B

ARMORED CRUISERS.

THIRD SQUADRON.

Pueyrredon A San Martin A General Belgrano A O'Higgins'C

Garibaldi A



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CRUISERS.

FOURTH SQUADRON.

Buenos Ayres A Vinte Cinco de Maio A

Nueve de Julio A Barrozo B

FIFTH SQUADRON.

Esmeralda C Chacabuco C

Blanco Encalada C Ministro Zenteno C

SIXTH SQUADRON.

Tamandare B Lima P

Benjamin Constant B Zaragoza M

Errazuriz C Patagonia A

SEVENTH SQUADRON.

Almirante Grau P Colonel Bolognesi P

GUNBOATS.

EIGHTH SQUADRON.

Patria A Timbira B

Espora A Tamoyo B

NINTH SQUADRON.

Gustavo Sampaio B Almirante Condell C

Almirante Simpson C Tupy B

Ten Destroyers (4 A plus 6 C).

Twenty-seven Torpedo boats (8 A plus 13 B plus 6 C).

A-Argentine Republic. B-Brazil. C-Chili.

M-Mexico. P-Peru.



TABLE XI.

COMPOSITION OF GERMAN FLEET SENT TO AMERICAN WATERS.

BATTLESHIPS.

FIRST SQUADRON.

Deutchland Hanover

Pommern XS

SECOND SQUADRON.

Braunchweig ° Elsass XS

Hessen XS Preussen

Lothringen*

THIRD SQUADRON.

Wittelsbach° Wettin XS

Mecklenburg S Schwaben XS

Zähringen S

FOURTH SQUADRON.

Kaiser Friedrich III. XS Kaiser Karl der Kaiser Wilhelm II. Grosse XS
Kaiser Wilhelm der Kaiser Barbarossa

Grosse

FIFTH SQUADRON.

Brandenburg XS Wissembürg S

Kurfurst Friedrich

Wilhelm ° Worth S



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ARMORED CRUISERS.

SIXTH SQUADRON.

Furst Bismark XS York S Roon °

SEVENTH SQUADRON.

Prinz Adalbert XS Prinz Heinrich ° Friedrich Karl S

CRUISERS.

EIGHTH SQUADRON.

Freya Victoria Louise XS Hertha Hansa

NINTH SQUADRON.

Bremen ° Muenchen °
Hamburg ° Leipsig °
Berlin ° Meteor °
Lubeck S Dantzig °

TENTH SQUADRON.

Frauenlob S Gazelle °
Arcona XS Nymph S
Undine S

ELEVENTH SQUADRON.

Niobe Amazone
Thetis Medusa
Ariadne

APPENDIX

ARMED TRANSPORTS.

Kaiser Wilhelm der Bremen

Grosse Barbarossa °
Deutchland Koenig Albert °

Kronprinz Wilhelm Main XP

Kaiser Wilhelm II Hohenzollern XP

America

X-Disabled. °-Sunk. S-Surrendered.

TABLE XII.

COMPOSITION OF BRITISH FLEET SENT TO THE HELP OF THE UNITED STATES.

BATTLESHIPS.

FIRST SQUADRON.

Lord Nelson Agamemnon

SECOND SQUADRON.

Commonwealth New Zealand X
King Edward Hibernia X

Dominion Africa Hindustan Britannia

THIRD SQUADRON.

Swiftsure Triumph X



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FOURTH SQUADRON.

Venerable Queen Prince of Wales X Bulwark

London

FIFTH SQUADRON.

Formidable

Implacable

Black Prince

Irresistable

SIXTH SQUADRON.

Dreadnaught

ARMOŘED CRUISERS.

SEVENTH SQUADRON.

Achilles Natal X Warrior Cochrane

EIGHTH SQUADRON. Duke of Edinburg°

NINTH SQUADRON.

King Alfred X Drake Leviathano Good Hope

CRUISERS.

TENTH SQUADRON.

Arganaut Diadem Andromeda ° **Spartiate**

ELEVENTH DIVISION (SCOUTS).

Sentinel ° Adventure X Forward o Patrol °

X—Disabled. °-Sunk. S-Surrendered.



APPENDIX

TABLE XIII.

COMPOSITION OF BRITISH FLEET SENT TO BLOCKADE THE GERMAN COAST.

FIKST FLEET

BATTLESHIP SQUADRON.

Canopus

Ocean

Goliath

Glory

Albion Vengeance

ARMORED CRUISER SQUADRON.

Sutlei

Hogue

Cressy Aboukir Bacchante Euryalus

CRUISER SQUADRON.

Edgar

Gibraltar St. George

Hawke Endymion

Royal Arthur

Thesius

Crescent

Grafton

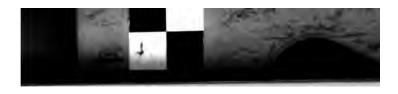
SCOUT SQUADRON.

Attentive

Foresight

DESTROYERS.

Twenty-five



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SECOND FLEET.

BATTLESHIP SQUADRON.

MagnificentJupiterMajesticMarsHannibalCæsarPrince GeorgeIllustrious

Victorious

ARMORED CRUISER SQUADRON-

Hampshire Roxburg
Carnarvon Argyll
Antrim Devonshire

CRUISER SQUADRON.

Blake Vindictive
Blenheim Hermes
Arrogant Highflyer
Furious Hyacinth

Gladiator

SCOUT SQUADRON.

Pathfinder Skirmisher

DESTROYERS.

Twenty.



APPENDIX

COMPOSITION OF BRITISH HOME FLEET DURING GERMAN WAR PERIOD. BATTLESHIPS.

FIRST SQUADRON.

Royal Sovereign

Empress of India

Repulse Resolution Ramillies

Revenge Royal Oak

SECOND SQUADRON.

Hood Trafalgar Nile Renown Colossus Edinburg

ARMORED CRUISERS.

THIRD SQUADRON.

Defense Shannon

Essex Bedford

Minotaur

CRUISERS.

FOURTH SQUADRON.

Niobe Ariadne Amphitrite Europa



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FIFTH SQUADRON.

Eclipse Diana
Talbot Dido
Minerva Doris
Venus Isis

Juno

DESTROYERS.

Fifty

BRITISH MEDITERRANEAN FLEET DURING GERMAN WAR PERIOD.

BATTLESHIPS.

FIRST SQUADRON.

Russell Cornwallis
Albermarle Exmouth

Duncan

ARMORED CRUISERS.

SECOND SQUADRON.

Monmouth Cornwall
Lancaster Cumberland
Berwick Suffolk

Donegal

CRUISERS.

THIRD SQUADRON.

Challenger Barham Encounter Vulcan

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APPENDIX

FOURTH SQUADRON.

Topaze Amethyst Diamond Sapphire

DESTROYERS.

Twenty

BRITISH FAR EASTERN FLEET DURING WAR WITH GERMANY.

BATTLESHIPS.

FIRST SQUADRON.

Barfleur

Centurion

CRUISERS.

SECOND SQUADRON (BIG CRUISERS).

Powerful

Terrible

THIRD SQUADRON.

Hermione Astraea Flora

2 1 1

Fox

Cambrian

FOURTH SQUADRON.

Latona Thetis Scylla

Sappho

Sirius

DESTROYERS.

Ten

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TABLE XIV.

SHIPS BUILDING FOR THE UNITED STATES AT THE PRESENT TIME (December, 1908).

BATTLESHIPS.

20,000 tons: 22,000 h.p.: 10, 12-in. guns; 16.5-in. guns: 22 knots.

Delaware
New York State
North Dakota
Arizona
New Mexico

Authorised early in 1907.

authorised early in 1908.

BATTLESHIPS AUTHORISED December 12th, 1907.

25,000 tons: 30,000 h.p.: 14.12-in.: 20.5-in. guns: 24 knots.

Alaska Maine
Hawaii Oklahoma
Philippine Indian Territory
Cuba South Dakota
Porto Rico Utah



ARMOURED CRUISERS AUTHORISED EARLY IN 1908.

18,000 tons: 35,000h.p.: 8.10-in.; 20.5-in. guns: 26 knots.

United States Essex

Constitution Cumberland Constellation Congress

SCOUTS AUTHORISED DECEMBER 12th, 1907.

4,000 tons: 25,000h.-p. (Gas Engines): 6.6-in. guns: 29 knots.

Seattle Agusta Portland Trenton Richmond Sacremento Mobile Los Angeles Louisville Phœnix Pueblo Lancing Madison Santa Fé **Dallas** Little Rock Jackson Cheyenne Savannah **Bismarck**

F. WILLMAN, PRINTER, MANSFIELD.



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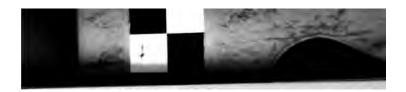
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